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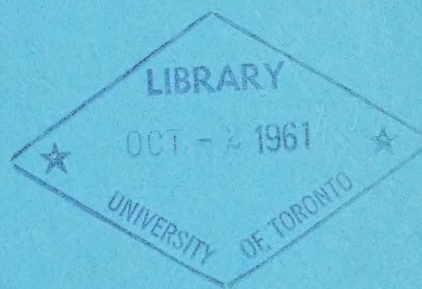
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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1960-71



(DOMINION BUREAU OF STATISTICS)

International Trade Division

Balance of Payments Section

DOMINION BUREAU OF STATISTICS

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AND
OTHER COUNTRIES
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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES 1960

Introductory Review of Travel Between Canada and Other Countries

Total receipts from residents of other countries in 1960 amounted to \$420 million, an increase of approximately \$29 million or between 7 and 8 per cent more than in 1959. Aggregate receipts comprised \$375 million from United States visitors and \$45 million from residents of countries other than the United States. Almost 83 per cent of the increased receipts resulted from higher spending by United States travellers although slightly fewer visitors were recorded from that country. Total entries of non-residents in 1960 numbered 29.7 million, about 1 per cent below the 1959 figure.

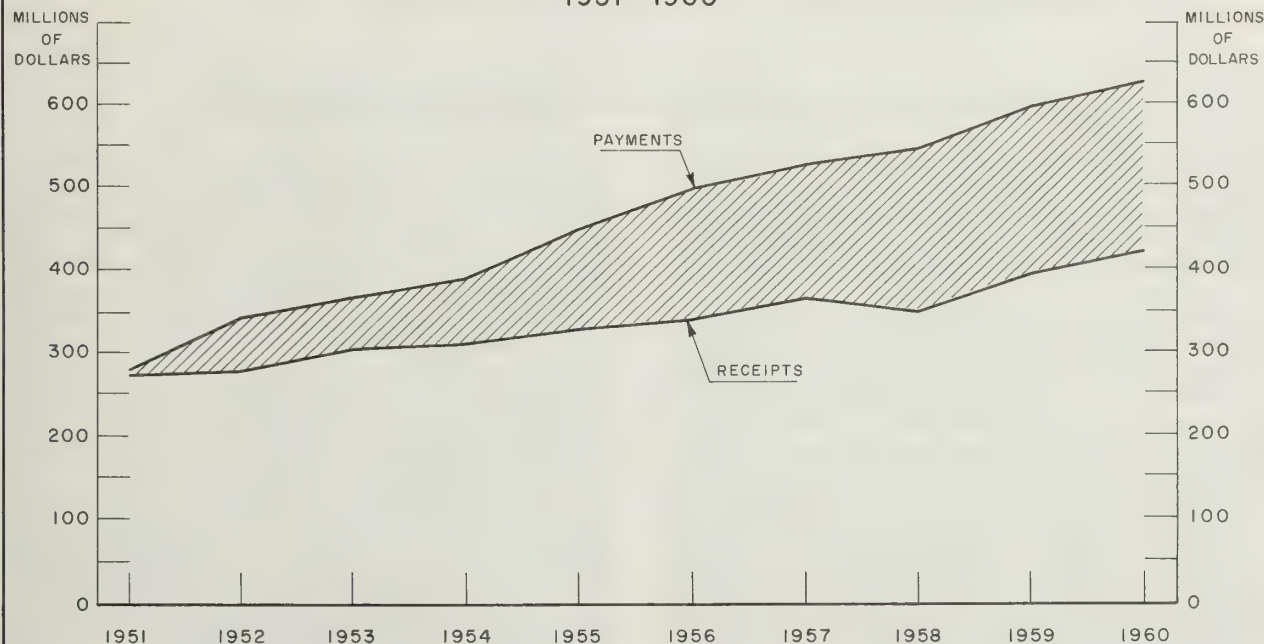
Expenditures by Canadians on foreign travel in 1960 amounted to \$627 million, an increase of \$29 million or 5 per cent in comparison with 1959. Payments for travel to the United States (inclusive of Hawaii) were \$462 million, representing almost 74 per cent of total travel disbursements for the year, while expenditures by Canadians visiting other foreign countries came to \$165 million. Total re-entries by Canadian residents in 1960 numbered 29.2 million, up 1.1 million or 4 per cent over the 1959 volume. However, while the increase in total

expenditures abroad during 1960 was almost evenly divided between the United States and other foreign areas visited, most of the additional travel was to the former. Nevertheless, although the number of travellers visiting overseas countries is insignificant in comparison with the number going to the United States, payments (as well as receipts) involved in travel to and from overseas areas assume a greater relative importance than the volume of travel would indicate.

In 1960, the total debit balance on travel account between Canada and other countries remained unchanged from 1959 at \$207 million, resulting from a \$10 million drop in the deficit with the United States, accompanied by an equivalent increase in the deficit with other foreign countries. This marks the second consecutive year that there has been a reduction in the travel deficit with the United States, while, on the other hand, the deficit with overseas countries became increasingly larger. Canada's total travel deficit in 1960 comprised an \$87 million imbalance with the United States and a \$120 million imbalance with other countries.

CHART-I

RECEIPTS AND PAYMENTS ON TRAVEL ACCOUNT BETWEEN CANADA AND OTHER COUNTRIES 1951-1960



United States Travel in Canada

Expenditures of United States residents in Canada (\$375 million) increased almost 7 per cent during 1960, although the rate of expansion was only about one-half that experienced in 1959. Higher average disbursements in some categories were responsible for the rise in expenditures, in view of the fact that total visits were down about 1 per cent. A quarterly analysis shows that receipts experienced their most significant gain in the final period of 1960, at which time they were 18 per cent above their comparable 1959 level. Receipts during the remainder of the year showed increases of 12

per cent in the first quarter, 6 per cent in the second, and 4 per cent in the third quarter.

As already mentioned, the number of Americans travelling to Canada in 1960 (29.7 million) was slightly lower than in 1959. The decline was, furthermore, reflected throughout all quarters but the fourth, where entries advanced between 2 and 3 per cent in comparison with the same quarter of 1959. Decreases in United States travel to Canada amounted to about one-half per cent in the first quarter, 2 per cent in the second, and between 1 and 2 per cent in the third quarter of 1960.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1957-60

Type of transportation	Number of persons				Expenditures			
	1957	1958	1959	1960	1957	1958	1959	1960 ¹
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic	12,300	11,542	9,025 ²	—	34.8	31.0	28.4 ²	—
Customs permits	7,405	7,476	8,847 ³	18,344 ³	138.7	140.8	163.4 ³	219.9 ³
Repeat trips of permit holders	3,211	3,644	4,959	4,927	—	—	—	—
Totals	22,916	22,662	22,831	23,271	173.5	171.8	191.8	219.9
Non-automobile:								
Rail	720	651	619	590	44.6	34.7	35.9	30.7
Boat	309	332	419	439	18.9	15.1	21.0	18.2
Through bus	375	370	392	416	27.5	26.3	26.9	31.6
Plane	353	368	432	435	40.6	41.4	50.7	52.7
Other	3,946	4,148	5,188	4,504	20.2	20.1	24.8	22.0
Totals	5,703	5,869	7,050	6,384	151.8	137.6	159.3	155.2
Grand totals	28,619	28,531	29,881	29,655	325.3	309.4	351.1	375.1

¹ Subject to revision.

² January-September inclusive.

³ Not comparable with previous years.

United States Travel Expenditures in Canada by Types of Transportation

Increased receipts from United States travellers in Canada during 1960 resulted entirely from a \$28.1 million expansion in the expenditures of automobile visitors, as receipts from the non-automobile category fell \$4.1 million in comparison with 1959.

United States visitors entering Canada by automobile in 1960 numbered 23,271,000, representing an increase of 440,000 or almost 2 per cent over 1959. Included in the total were 18,344,000 entries on travellers' vehicle permits which, however, along with most other traffic statistics are not comparable with 1959 or earlier years as a result of an administrative change initiated by the Department of National Revenue on October 1, 1959, under which a permit is issued to every foreign vehicle entering Canada. This change was explained in detail in the annual report "Travel Between Canada and Other Countries" for that year. Under the former procedure vehicles intending to remain within the jurisdiction of the port of entry and return to the United States

via the same port within 48 hours were allowed to enter Canada without applying for a traveller's vehicle permit. These entries were, for statistical purposes, classified as non-permit class (local traffic). The new procedure includes all of this local traffic in the permit group and, consequently, there has been a great rise in the permits issued for short periods. As shown in Table 4, visits of one day or less made up 56.73 per cent of all permits and another 21.47 per cent stayed no more than one night. For this reason, expenditures by the customs-permit group, which amounted to \$219.9 million in 1960, are only comparable with estimates for all automobile expenditures for previous years which for 1959 amounted to \$191.8 million. Repeat trips of permit-holders, which came to 4,927,000, were 32,000 or about one-half per cent lower than were reported in 1959. Cars granted a standing (L) permit, allowing them to cross the border frequently at the same port, and cars travelling on extended permits averaged much more than other cars.

Travel by non-automobile forms of transportation in 1960 remained on a comparable basis with 1959 and earlier years. Total non-automobile entries numbered 6,384,000, a decrease of 666,000 or between 9 and 10 per cent lower than the number in 1959. However, due to a slightly higher average expenditure per person, receipts from the non-automobile category did not experience as great a decline, amounting to between 2 and 3 per cent.

Non-residents entering Canada from the United States by rail in 1960 amounted to 590,000 (including in transit passengers across Southern Ontario), a decrease of 29,000 or some 5 per cent lower than in 1959, while their expenditures fell \$5.2 million or between 14 and 15 per cent. Most of the decrease appeared in the third quarter of 1960, where rail entries and expenditures were down 4 per cent and 21 per cent, respectively, in comparison with the same period of 1959.

Although United States residents entering Canada by boat in 1960 advanced 20,000 or 5 per cent over 1959, their expenditures fell by \$2.8 million or about 13 per cent. Most of the increased volume and decreased expenditures occurred in the third quarter. In that period, even though travellers entering by boat were between 7 and 8 per cent more numerous, expenditures fell 16 per cent as a result of a significant drop in the average expenditure per boat visitor in comparison with the third quarter of 1959.

Arrivals by bus in 1960 recorded a gain of 24,000 or 6 per cent over 1959 and expenditures attributable to bus visitors advanced \$4.7 million or between 17 and 18 per cent. Furthermore, increases

over the previous year in both volume and expenditures were characteristic of all four quarters, with the greatest expansion in entries (16 per cent) appearing in the fourth quarter and the largest increase in expenditures (15 per cent) occurring in the third quarter.

An analysis of non-resident visitors entering Canada from the United States by plane in 1960 reveals an expansion of 3,000 or about 1 per cent in their number and \$2.0 million or 4 per cent in their expenditures when compared to 1959 data. The majority of the additional visits by aeroplane were in the first quarter when total entries by this means gained 13 per cent over the same period of 1959. Similarly, expenditures recorded their greatest increase in the first quarter as well, advancing 25 per cent. Although volume and expenditures by plane for the year exceeded 1959 data, a substantial decrease in entries of 7 per cent occurred in the final quarter. However, expenditures in that period showed little change due to a higher average expenditure than in the fourth quarter of 1959.

The number of United States travellers entering Canada by "Other" means of transportation in 1960 recorded a considerable drop of 684,000 or 13 per cent, and their expenditures were down \$2.8 million or 11 per cent from comparable 1959 data. Included in this classification are pedestrians, local bus traffic, etc. Most of the decrease in entries and all of the decrease in expenditures for this category occurred in the third quarter of 1960, which experienced 34 per cent fewer crossings and a drop of about 36 per cent in expenditures, when compared with corresponding 1959 data.

Analysis of United States Motor Traffic to Canada by State of Origin

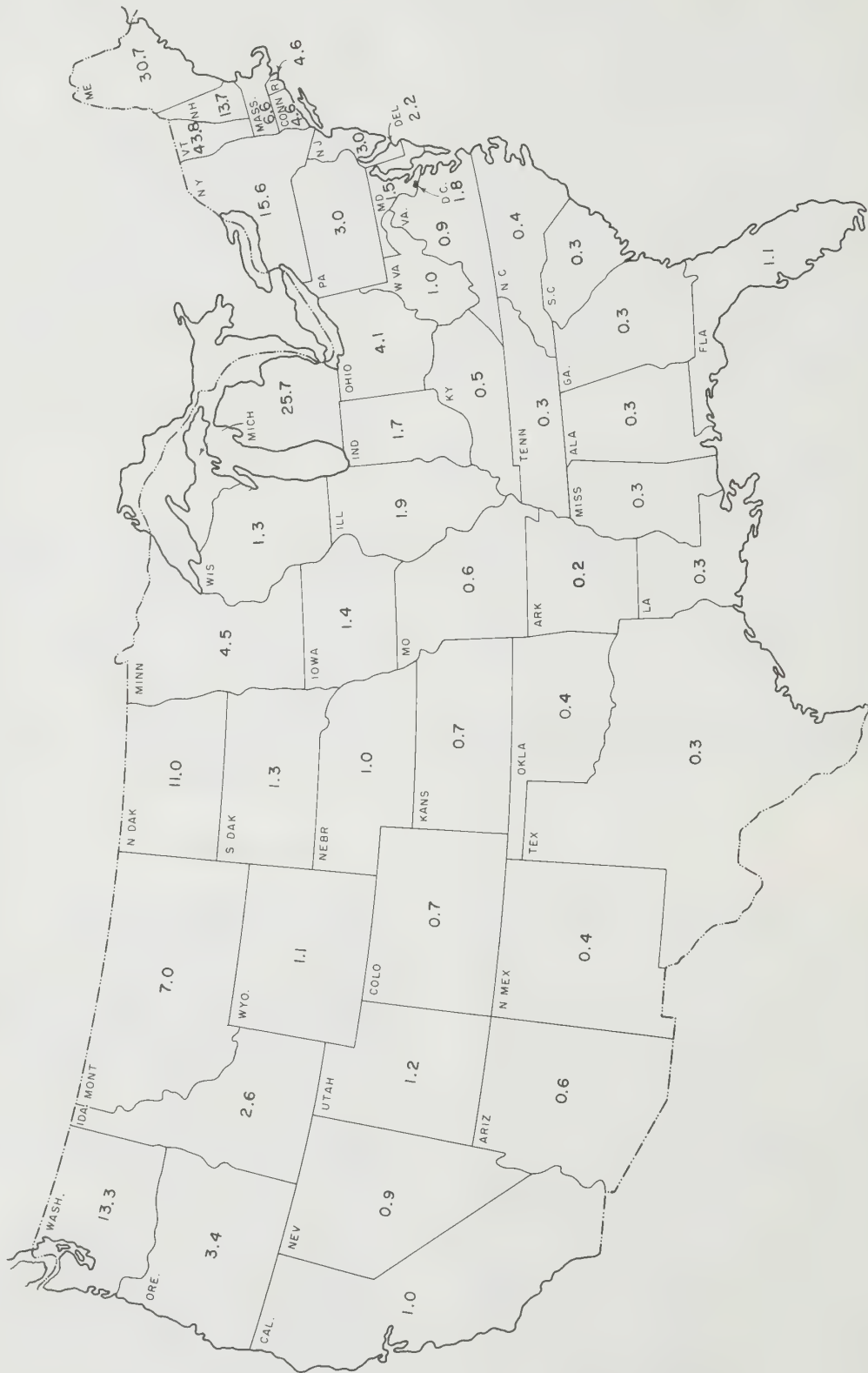
United States automobile traffic entering Canada in 1960 was once again classified according to state of origin. This classification was simplified by grouping the states in regions, as shown in Table 7. It should be noted, however, that as a result of the administrative change referred to earlier in this text, data for 1960 are not comparable with former years and, furthermore, pertain in this particular table to all non-resident vehicles remaining in Canada over 24 hours. Data for previous years include all entries requiring customs permits but exclude all non-permit entries. Formerly, vehicles remaining in Canada 48 hours or less and returning via the port of entry did not require customs permits. As of October 1, 1959 all foreign vehicles are required to be in possession of a traveller's vehicle permit while in Canada. During 1960 there were 2,741,212 entries in the over 24 hours classification. Compilations show that 44.3 per cent of these originated in the North-Eastern region of the United States, which includes the important states of New York, Pennsylvania, Massachusetts and Maine among others. The area from which the next largest proportion originated was the Great Lakes region, accounting for 36.9 per cent of all the 24 hours and

over entries. The greatest number of entries from this region originated in the state of Michigan, with Ohio and Illinois being the next two most important states. Cars from the West Coast region of the United States, which comprises Washington, California and Oregon, represented 8.7 per cent of the 24 hours and over entries, with the majority originating in the first state. The proportion of entries coming from the North-Western region amounted to 3.7 per cent and were composed mainly of vehicles registered in the state of Minnesota. Automobiles remaining 24 hours and over which originated in remaining states and countries not specified represented 6.4 per cent of the total.

A detailed analysis of non-resident automobiles remaining in Canada two days or over during 1960 is presented by province of entry as well as state of origin in Table 5. Cars from the state of Michigan accounted for 27 per cent of all the automobiles remaining two days and over in 1960. Furthermore, 99 per cent of these vehicles were recorded as having entered via ports in Ontario, representing 38 per cent of the total two days or over entries through that province. New York State with 26 per cent

MAP-1

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1960



(1) OVER 24 HOURS STAY IN CANADA.

supplied the second largest proportion. Almost 85 per cent of these entries were recorded at Ontario border points, amounting to 31 per cent of the two day and over entries via that province. Some 13 per cent of the cars from New York State entered Canada through ports in Quebec, while 1 per cent entered via New Brunswick. Moreover, non-resident vehicles from this state were responsible for 29 per cent and 6 per cent of the entries through these two provinces, respectively. The state supplying the third largest number of entries was Ohio, with between 5 and 6 per cent. An analysis of cars originating in this state shows that 94 per cent entered Canada via ports in Ontario, which, incidentally, accounted for 7 per cent of that province's entries. The state of Washington provided approximately the same proportion (5 per cent) of entries as Ohio. As to be expected, a large portion (97 per cent) of these entered Canada through British Columbia. Pennsylvania was the state of origin for 4 per cent of the non-resident automobiles in 1960, and Massachusetts provided almost the same proportion. However, most of the former (84 per cent) entered via Ontario, while of the latter, 44 per cent were recorded at Quebec border ports, 27 per cent via Ontario and 24 per cent in New Brunswick.

Table 6 presents similar data on automobiles remaining in Canada three days and over during 1960, exclusive of standing (L) permits and extensions. Results show that 20 per cent of these automobiles came from New York State, 19 per cent originated in Michigan, Ohio provided 8 per cent, and 6 per cent were from each of Washington, Pennsylvania and Massachusetts. A further analysis according to province of entry reveals that 60 per cent entered via ports in Ontario, 15 per cent through Quebec, 12 per cent via British Columbia, 6 per cent in New Brunswick, 2 per cent via ports in each of Alberta and Manitoba, and 1 per cent entered via border points in each of Saskatchewan, the Yukon Territory and the Atlantic Provinces (except New Brunswick). Of cars entering Canada via Ontario in 1960 and remaining 3 days or over, 30 per cent were from Michigan, 26 per cent from New York State, 12 per cent from Ohio, and 8 per cent from Pennsylvania. Considering entries through the province of Quebec, 27 per cent originated in New York State, 18 per cent were from Massachusetts, and 8 per cent from each of Connecticut and New Jersey. Non-resident vehicles from Maine accounted for 31 per cent of the entries via New Brunswick, while 28 per cent originated in Massachusetts. Cars from the latter state also represented 34 per cent of the entries recorded in the Atlantic Provinces of Newfoundland, Prince Edward Island and Nova Scotia. The majority (53 per cent) of entries via British Columbia were from Washington State, while 22 per cent had come from California and 11 per cent from Oregon. A large proportion of visitors to the Prairie Provinces originated in the American states immediately south of the International Border, such as Montana, North Dakota and Minnesota. Cars entering the Yukon Territory were mainly from the state of Alaska, which accounted for 53 per cent.

In general, most of the non-resident automobile traffic entering Canada originated in the states forming the northern boundary with Canada. In 1960 entries from these states constituted 79 per cent of all the two days and over automobile traffic recorded. Furthermore, when the Pacific Coast States of California and Oregon together with the Atlantic Seaboard States of Massachusetts, Rhode Island, Connecticut and New Jersey are included with the Northern States, the proportion rises to almost 91 per cent. In addition, based on data from previous years, it may be assumed that nearly all of the automobiles remaining in Canada one day or less originated in states immediately south of the border.

In 1960, passenger car registrations (excluding publicly owned vehicles) in the United States totalled 61,430,594, an increase of 2.1 million or between 3 and 4 per cent higher than in the preceding year. In Map 1, the number of non-resident cars travelling in Canada for 2 days or over are given as a percentage of the number of automobiles registered in the state. However, this data (not available for 1959) is moreover, not comparable with percentages presented in similar maps for 1958 and earlier years due to the fact that it pertains to all automobile visits lasting over 24 hours. On the other hand, information in previous maps also included those visits of 24 hours and less travelling under permit. Nevertheless, it is once again noted, that American states close to the border normally show a higher ratio of entries to registrations than do states farther south. In 1960, the over-all proportion of entries to registrations was 4.5 per cent. The state with the highest ratio was Vermont with 43.8 per cent, while in sharp contrast were entries from Arkansas which amounted to only 0.2 per cent of the automobile registrations in that state.

Additional compilations of data on the average length of stay per vehicle remaining in Canada over 24 hours show that cars originating in the North-Eastern region of the United States stayed 4.5 days. The average varied by state within this region, however, as automobiles from Maine remained an average of 7.5 days in comparison with 3.6 days for those from Vermont. Averages for cars from the other North-Eastern States were: Massachusetts 6.2 days; Pennsylvania 5.5 days; New Jersey and Connecticut 5.4 days each; Rhode Island 5.3 days; New Hampshire 4.7 days; and New York State 3.7 days.

Non-resident vehicles from states forming the Great Lakes region remained in Canada an average of 4 days. The average varied from 3.3 days for cars from Michigan to 6.2 days for automobiles originating in Ohio. Automobiles registered in the state of Illinois stayed an average of 6.1 days in Canada before departing, those from Indiana remained 5.6 days, and non-resident vehicles from Wisconsin averaged a stay lasting 5.5 days.

Entries from states forming the North-Western region attained the longest average visits on a geographical basis, remaining in Canada 6.8 days. The average length of stay per vehicle according

to state of origin showed that visits lasting 7.3 days were averaged by cars from Minnesota, 6.5 days were spent in Canada by entries from North Dakota, and automobiles originating in Montana stayed an average of 5.9 days.

On the average, vehicles registered in the West-Coast region of the United States remained in Canada for 5.5 days before making their departure.

An analysis of the three states comprising this area shows that entries from California averaged the longest stay with 7.6 days, while cars registered in Washington recorded the shortest—4.5 days. Average length of stay per vehicle from Oregon was 6.1 days. In 1960, non-resident entries into Canada from remaining states, as well as countries other than the United States, stayed an average of 7.2 days.

Analysis of United States Motor Traffic by Ports of Entry and Exit

Information on some preferred travel routes within Canada was once more obtained from an analysis of the ports of entry and exit as shown on surrendered travellers' vehicle permits. However, there is no way of telling if cars, which enter and leave Canada via the same port, have, in the interval, visited one or more of the other provinces.

Therefore, data presented must be considered as minimal. Information on non-resident vehicles remaining three days and over according to province of entry and exit is presented in Statement 2. A similar grouping of vehicles including those remaining two days by selected length of visit may be found in Table 3.

STATEMENT 2. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1960

Province of entry	Province of exit							
	Maritimes	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Maritimes	91.80	4.69	3.47			0.04		
Quebec	3.37	83.12	13.45			0.06		
Ontario	0.65	5.06	93.60	0.45		0.24		
Manitoba	0.11		13.11	74.72	3.38	3.61	3.59	1.48
Saskatchewan	0.11		1.96	6.10	70.56	7.80	7.03	6.44
Alberta	2.09		4.21	4.23	4.21	38.33	32.16	14.77
British Columbia		0.52		0.53	0.50	5.32	89.34	3.79
Yukon Territory		3.53		4.30	8.71	33.54	46.03	3.89

¹ Exclusive of standing (L) permits and extensions.

In 1960, there were 4,854 non-resident automobiles which entered Canada via ports in the Maritime Provinces, remained two days or over and departed via ports in Quebec. Of this number, 87 per cent had remained in Canada a period of 3 days or over. Traffic in the opposite direction, that is between Quebec and the Maritimes, numbered 7,086 vehicles, of which 93 per cent were classed as three days and over.

More non-resident vehicles travelled between the provinces of Quebec and Ontario than between any other combination of provinces. In 1960, automobiles staying two days and over which entered via ports in Quebec and left via Ontario, numbered 31,601, while vehicles travelling in the opposite direction amounted to 47,798. The majority of this traffic was classified as three days and over, accounting for 84 per cent of the entries through Quebec and 86 per cent of the entries through Ontario.

Section 1 of Table 3 provides a more detailed analysis of non-resident automobile travel within the province of Ontario. The route between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of southern Ontario experienced the heaviest share of non-resident traffic with a total of 180,298 vehicles making the trip in either direction. Cars leaving via Fort Erie and Niagara Falls after entering Canada through St. Clair and Detroit River ports numbered 95,150, of which the majority (74 per cent) had remained in Canada two days. In the opposite direction, there were 85,148 non-resident vehicles recorded to have left the country at St. Clair and Detroit River ports after entering through Fort Erie and Niagara Falls. A large proportion of these (79 per cent) were also classified as two-day traffic. Furthermore, vehicles entering by the St. Clair and Detroit River ports and leaving via Fort Erie and Niagara Falls represented 12 per cent of the total two days and over traffic entering through the former

group of ports. At the same time, cars travelling in the opposite direction accounted for 11 per cent of the entries through Fort Erie and Niagara Falls.

The St. Lawrence River ports recorded the third heaviest volume of foreign vehicles, handling 152,802 entries. Data show that, apart from exits via the same ports, the most popular route followed by these motorists led to the Fort Erie and Niagara Falls region, where 9 per cent were recorded to have left the country. Traffic in the opposite direction numbered 24,679 units, representing 3 per cent of the entries through Fort Erie and Niagara Falls. In addition, some 75 per cent of the cars travelling from St. Lawrence River ports to Fort Erie and Niagara Falls and 71 per cent of those motoring in the reverse direction, had remained in Canada three days or over.

Of the 67,917 entries via Sault Ste-Marie, 66 per cent left by the same port, while 11 per cent left at Fort Erie and Niagara Falls. Some 73 per cent of the latter proportion had remained in Canada for three days or over. In the opposite direction there were 4,804 non-resident vehicles which entered at Fort Erie and Niagara Falls and left the country via Sault Ste. Marie, of which 74 per cent were classified as three days or over. It should be mentioned, that the route between Sault Ste. Marie and the St. Clair and Detroit River ports was also popular, accounting for 9 per cent of the entries through the former port. Furthermore, approximately 92 per cent of this travel fell in the three days and over category.

The exchange of non-resident vehicles between Ontario and Manitoba occurs for the most part through the western Ontario ports of Fort Frances, Pigeon River and Rainy River. There were 4,707 cars in 1960 which originally entered Canada via ports in Ontario but left the country from border points in Manitoba. Almost 77 per cent of this traffic had been in Canada three days or more. Approximately the same number of vehicles (4,744) entered through Manitoba and exited via Ontario, but a higher proportion (82 per cent) of these remained three days and over than those travelling the reverse route. However, of all the two day and

over vehicles entering Canada by Ontario, less than one-half per cent made their exit through points in Manitoba, in comparison with 12 per cent of the entries who entered and departed in the opposite direction.

Travel between Manitoba and Saskatchewan amounted to 2,273 vehicles and comprised 1,128 automobiles entering via the former and exiting by the latter, together with 1,145 cars travelling the opposite route. In each case, the proportion recording trips lasting three days or more amounted to about 90 per cent. However, the number of automobiles which entered the one province and exited by the other, when taken as a percentage of total entries amounted to 5 per cent in the case of Saskatchewan compared with 3 per cent for Manitoba.

A further analysis of vehicles entering Canada through border points in Saskatchewan reveals that 1,418 or 6 per cent had departed from the country via ports in Alberta, and that 93 per cent of these fell into the three days and over classification. A similar analysis of traffic entering in Alberta shows that 1,477 or 4 per cent of the cars left by ports in Saskatchewan, with 91 per cent of these in the three-days-plus category. On the other hand, 12,147 cars or 31 per cent of the entries via Alberta made their departure from Canada through ports in British Columbia. Furthermore, 85 per cent of these vehicles recorded visits lasting at least three days. Traffic in the opposite direction consisted of 9,175 vehicles, representing only 4 per cent of the entries into British Columbia. However, the proportion of traffic from British Columbia to Alberta which was in Canada three days or more amounted to 92 per cent.

An examination, of the 12,160 non-resident two-day and over vehicles entering Canada via ports in the Yukon Territory and returning to the United States via ports in other provinces, shows that 5,771 or between 47 and 48 per cent returned through British Columbia, while 3,804 or 31 per cent left via Alberta. Due to the distance involved, the proportion of these automobiles which were in Canada three days and over was quite high, amounting to between 90 and 91 per cent of the exits through British Columbia, while all of the vehicles departing via Alberta remained three days or longer.

Receipts from United States Travellers by Province of Entry

The distribution of receipts from American residents visiting Canada by province of entry is presented in Statement 3, for the years 1956-1960. Although there is no way of telling what part of the expenditures were allotted to provinces other than the one entered, inter-provincial movements may not have very significant effects on a breakdown of expenditures by regions or groups of provinces. When data on these inter-regional automobile crossings are examined in terms of vehicles rather than percentages, any gain or decrease for a particular province is of little significance on the balance of

traffic. Less information is available on the provincial distribution of non-automobile traffic, as many points of entry by train and plane particularly, cover travel to areas other than the province entered. For example, it is generally acknowledged that most of the United States residents travelling by rail in Alberta have entered Canada through another province. For these reasons, data appearing in Statement 3 are not intended to portray an accurate breakdown of receipts within the provinces but are merely estimates by province of entry.

**STATEMENT 3. Distribution of United States Travel Expenditures in Canada by Province of Entry,
1956 - 60**

Province of entry	Percentage of total				
	1956	1957	1958	1959	1960 ¹
Atlantic Provinces ²	7.9	7.5	8.7	8.0	8.0
Quebec	18.3	18.3	18.1	16.4	16.9
Ontario	51.5	50.4	50.7	52.7	55.6
Manitoba	3.0	3.0	2.9	2.8	3.0
Saskatchewan	1.6	1.3	1.6	1.5	1.1
Alberta	2.8	3.7	3.0	3.0	2.4
British Columbia and Yukon Territory	14.9	15.8	15.0	15.6	13.0
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

For the most part, provinces have continued in their order of importance on the basis of province of entry since 1956. Entries into Ontario continue to constitute over one-half of the receipts from United States visitors and in 1960 accounted for 55.6 per cent, a gain of 2.9 per cent over 1959. Quebec's share of direct receipts advanced slightly to 16.9 per cent, while the Atlantic Provinces received the same proportion as in 1959—namely 8 per cent. Manitoba also experienced a moderate

increase, receiving 3 per cent of the total American expenditures. On the other hand, the proportion of United States travel expenditures allotted to the province of Alberta on the basis of direct entries fell about one-half per cent to 2.4 per cent, and Saskatchewan's share also decreased slightly to 1.1 per cent of the total. Receipts from direct entries into British Columbia and the Yukon Territory were also less, these areas receiving 13 per cent or 2.6 per cent less of the receipts than in 1959.

**Receipts from United States Travellers in Canada During 1960 classified
by Length of Stay in Canada**

A total of 29.7 million entries of United States travellers were recorded in 1960, representing a decrease of 0.2 million or close to 1 per cent in comparison with 1959. Included in this total are visitors who stay for weeks or months, as well as many residents of border communities who may enter Canada frequently during the year for short visits. The latter are particularly numerous in the Windsor-Detroit and St. Stephen-Calais areas, where close social and economic relationships exist.

Statement 4 presents data on both the short-term and long-term traffic movements. It should be noted, however, that in 1960, a different division was applied to the classifications of United States travellers according to length of stay. Short-term traffic now includes only visits lasting 24 hours or less, while all visits of over 24 hours duration are considered as long-term. Included in the latter are visits lasting over 24 hours but less than 48 hours, formerly classed as short-term. Thus, the breakdown between short and long-term traffic is, in most cases, not comparable with similar statements of previous years, and these factors should be taken into consideration before making comparisons. In addition, data presented in Statement 4 pertaining to short-term non-automobile traffic are estimates, obtained through results of a sample survey. Non-

residents remaining in Canada 24 hours or less numbered 20.91 million, accounting for 70.5 per cent of the total entries. On the other hand, their expenditures which amounted to \$53.4 million, represented only 14.2 per cent of the total expenditures. United States visitors remaining in Canada over 24 hours numbered only 8.74 million, or 29.5 per cent of all the entries, while their expenditures (\$321.8 million) accounted for 85.8 per cent of all United States travel expenditures in Canada during 1960.

A more detailed analysis of non-resident automobile travel in Canada during 1960 (exclusive of standing (L) permits and extensions) classified by length of stay in days may be found in Table 4. Information classified by length of stay on a provincial basis as well, may be found in Tables 4A and 4B. It should be noted, that the one-day class comprises all non-resident motorists who entered and departed on the same day, thereby including many visits of less than 24 hours duration. The two-day group consists of persons who may enter at any time on one day and depart at any time on the following day, consequently, a substantial number of visits lasting less than 48 hours are included. Subsequent day groups are determined in the same manner. In all three tables, the high proportion of visits classified as 1 or 2 days is quite noticeable, accounting

STATEMENT 4. Expenditures of United States Travellers in Canada by Length of Stay, 1960

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less):				
Automobile:				
Repeat trips on standing (L) permits	4,926,800	16.61	—	—
Other automobile	10,762,800	36.29	25,278,000	6.74
Rail	38,500	0.13	1,138,800	0.30
Bus	65,600	0.22	857,300	0.23
Aeroplane	64,800	0.22	2,238,200	0.60
Boat	173,300	0.58	1,704,800	0.45
Rail in transit	310,600	1.05	—	—
Bus in transit	54,200	0.18	162,600	0.04
Aeroplane in transit	9,100	0.03	27,300	0.01
Other travellers (pedestrians, local bus, etc.)	4,504,000	15.19	21,971,600	5.86
Totals	20,909,700	70.50	53,378,600	14.23
Long-term traffic (over 24 hours):				
Automobile:				
Extensions	19,500	0.07	3,631,800	0.97
Standing (L) permits	84,400	0.29	12,664,300	3.38
Other automobile	7,477,000	25.21	178,312,200	47.53
Rail	241,300	0.81	29,542,900	7.87
Bus	295,700	1.00	30,635,600	8.17
Aeroplane	361,000	1.22	50,455,400	13.45
Boat	266,000	0.90	16,527,900	4.40
Totals	8,744,900	29.50	321,770,100	85.77
Grand totals	29,654,600	100.00	375,148,700	100.00

¹ Subject to revision.

for approximately 78 per cent of all the non-resident automobiles and 79 per cent of the persons travelling in them. The majority of motorists who visited Canada were in the one-day group. Persons in this category represented 10,762,800 or 59 per cent of the total number of non-residents entering Canada by automobile (exclusive of standing (L) permits and extensions) in 1960. The two-day class accounted for 3,659,000 or 20 per cent of the automobile visitors. Some 1,186,500 non-residents travelling in automobiles remained in Canada 3 days, representing between 6 and 7 per cent of the visits. More or less gradual declines occurred in the number of visits as the length of stay increased from 4 to 7 days, until the 8 days duration of stay was reached, although the 264,600 automobile visitors who remained 8 days represented only 1.45 per cent of the total. A similar situation was noticed with regard to the number of vehicles involved in this group, which comprised 1.37 per cent. In addition, it should be pointed out that non-residents entering Canada by automobile and remaining over 8 days constituted only 812,900 or between 4 and 5 per cent of the total number of visiting motorists in 1960, while the number of vehicles in which these persons travelled numbered only 292,900 or 5 per cent of the total.

An examination of the number of vehicles and persons according to province of exit shows considerable disparity in the proportion of traffic in the various day groups. The one and two days traffic, which comprises a high percentage of the total,

when examined on a provincial basis accounted for just over 83 per cent of the non-resident motorists departing via ports in Ontario and close to 78 per cent of those leaving via the Atlantic Provinces. The lowest proportion (approximately 46 per cent) occurred among non-residents returning to the United States from points in Alberta. An analysis for these two days separately shows the Atlantic Provinces registered the greatest proportion of one-day traffic with between 69 and 70 per cent, followed by Ontario with between 61 and 62 per cent. The lowest percentage was recorded in Alberta where one-day visitors constituted between 33 and 34 per cent of the departures via that province. There was also variation on a provincial basis in the proportions of visitors staying 2 days. Some 22 in every 100 non-residents leaving Canada by automobile from border points in Ontario were in this category, about 19 in every 100 departures via Quebec, and also the same proportion via British Columbia and the Yukon Territory. Between 8 and 9 per cent of the non-resident automobile travellers who left Canada from the Atlantic Provinces had been in Canada for 2 days—the lowest proportion recorded for this group according to province of exit. Automobile visitors remaining in Canada 3 days and over accounted for between 53 and 54 per cent of the non-residents leaving by car via Alberta, about 41 per cent via British Columbia and the Yukon Territory, and 39 per cent via Saskatchewan while, on the other hand, only 17 per cent of the cars leaving via Ontario ports had been in Canada for 3 days and over. The rather

pronounced decline in the number of automobile visitors remaining in Canada longer than 8 days was evident on a provincial basis as well. Only 3 per cent of the non-residents departing by automobile from Ontario and 5 per cent of those leaving via Quebec had been in Canada over 8 days while, at the same time, some 14 per cent leaving via Alberta and 12 per cent via Saskatchewan were in this category. A brief examination of data presented in Tables 4A and 4B reveals slight variations in the percentages of automobiles compared with persons at the various lengths of stay and may be attributed to the average number of persons per car which, on the whole, tends to be higher at the shorter lengths of stay—particularly the one-day level.

Additional information on non-resident travellers entering Canada from the United States in 1960 via rail, bus and plane (exclusive of in transit traffic) may be found in Table 8, classified by length of stay. A method similar to the one used in classifying automobile visitors by length of stay was applied to the non-automobile traffic and estimates on the length of stay were made on the basis of a

sample. Persons remaining 1 or 2 days accounted for only 319,700 or 30 per cent of these entries, a much smaller percentage than in automobile traffic. There was, furthermore, not as much difference between the proportion remaining 1 day (16 per cent) and the proportion remaining 2 days (14 per cent) as existed in the automobile classification. A breakdown shows some variation in the proportion of one and two-day traffic according to type of transportation. For example, 14 per cent of the rail, 18 per cent of the bus and 15 per cent of the plane travellers were classed as one-day. The variation was more pronounced in the two-day group, accounting for 15 per cent of the visitors by rail, between 9 and 10 per cent by bus and between 17 and 18 per cent via plane. Persons remaining in Canada 3 days and over numbered 747,100 or 70 per cent of the total entries by rail, bus and plane (exclusive of in transit traffic). On the whole, there was a fairly significant decline in the number of visits after the eight-day length of stay, which was also the trend in the automobile category. Visits lasting 9 days and over amounted to 220,500 or 21 per cent of the total in comparison with 846,200 or 79 per cent which lasted from 1 to 8 days.

STATEMENT 4 A. Non-Resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1960

Days stay in Canada	Percentage of volume			
	Automobile ¹	Rail ²	Bus ²	Plane ²
	per cent			
1.....	59.3	13.7	18.1	15.2
2.....	20.1	15.0	9.5	17.5
3 - 7.....	15.2	43.4	40.1	48.9
8 - 14.....	4.0	18.2	21.6	11.7
15 - 21.....	0.9	4.8	5.6	3.7
22 - over.....	0.5	4.9	5.1	3.0
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 84,343 entries not classified by length of stay.

² Excluding in transit.

STATEMENT 4 B. Non-Resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1960

Days stay in Canada	Number of persons			
	Automobile ¹	Rail ²	Bus ²	Plane ²
1.....	10,762,797	38,464	65,558	64,752
2.....	3,659,002	41,960	34,363	74,567
3 - 7.....	2,740,412	121,304	145,238	207,904
8 - 14.....	729,392	50,915	77,546	50,101
15 - 21.....	151,026	13,634	20,195	15,590
22 - over.....	112,800	13,437	18,393	12,803
Totals.....	18,155,429	279,714	361,293	425,717

¹ Excluding standing (L) permits, extensions and 84,343 entries not classified by length of stay.

² Excluding in transit.

Further information concerning non-resident travellers entering Canada during 1960 by selected types of transportation according to length of stay is outlined in Statements 4A and 4B. Most of the traffic not covered in these two statements would fall under the short-term, 24 hours or less category as shown in Statement 4. For example, repeat entries

by persons on standing (L) permits numbered 4.9 million and 4.5 million entries were made by the residual classification referred to as "Other Travelers". Most of the remaining entries were in transit. Data contained in Statements 4A and 4B represent approximately 65 per cent of all non-resident travel entering Canada from the United States in 1960.

Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

According to data released by the United States Department of Commerce, residents of that country spent a record \$2,640 million on foreign travel during 1960, marking an increase of \$260 million or 11 per cent over the 1959 sum. The increase itself was fairly well divided between expenditures in the foreign countries visited and fares paid to cover the cost of transportation. In 1960, American travel expenditures in foreign countries amounted to \$1,745 million, a gain of \$135 million or between 8 and 9 per cent higher than in 1959, while transportation costs reached \$895 million, an increase of \$125 million or slightly over 16 per cent. Foreign carriers received \$460 million in fare receipts, representing a share of between 51 and 52 per cent or a higher proportion than United States carriers for the first time since 1950. Thus, total payments to foreign countries came to \$2,205 million, advancing \$215 million or nearly 11 per cent over the comparable 1959 total. A 21 per cent gain in fare receipts by foreign carriers as opposed to an 11 per cent increase in domestic carrier revenue reflects the rising share of air traffic carried by foreign planes and the continued expansion in cruise travel which is chiefly on foreign ships. An analysis of foreign travel expenditures on a quarterly basis for 1960 reveals an increase in each case over comparable data for 1959.

United States residents travelling abroad in 1960 (exclusive of travel to Canada and Mexico) numbered 1,634,000, an increase of 118,000 or close to 8 per cent more than in 1959. Of the total, some 1,317,000 had travelled by air, marking an increase of 80,000 or between 6 and 7 per cent in comparison with the previous year. The number of boat travellers also advanced, surpassing the 1959 total by 38,000 or between 13 and 14 per cent. The relatively higher rise in sea as compared with air travel was reflected particularly in transatlantic crossings, where the number of ship passengers was higher than in any year since 1956, and by travel in the Caribbean where ship cruises were extremely popular.

A further breakdown of American travel in foreign countries (exclusive of Canada and Mexico) according to the area visited shows that 832,000 or 51 per cent had been to Europe and the Mediterranean, 641,000 or 39 per cent visited the West Indies and Central America, 71,000 or just over 4 per cent had been to South America, and 90,000 or between 5 and 6 per cent travelled to areas not

already specified. Expenditures overseas were divided among these various areas as follows: Europe and the Mediterranean \$704 million or 70.4 per cent; West Indies and Central America \$166 million or 16.6 per cent; South America \$45 million or 4.5 per cent; and other areas \$85 million or 8.5 per cent.

It is interesting to note, that although American travel payments to the United Kingdom, which amounted to \$116 million in 1960, are considerably greater than Canadian expenditures in that area (some \$70 million), they accounted for only about 16 per cent of total United States travel payments in Europe and the Mediterranean. On the other hand, the proportion of Canadian travel expenditures in Europe which were allocated to the United Kingdom amounted to over 50 per cent.

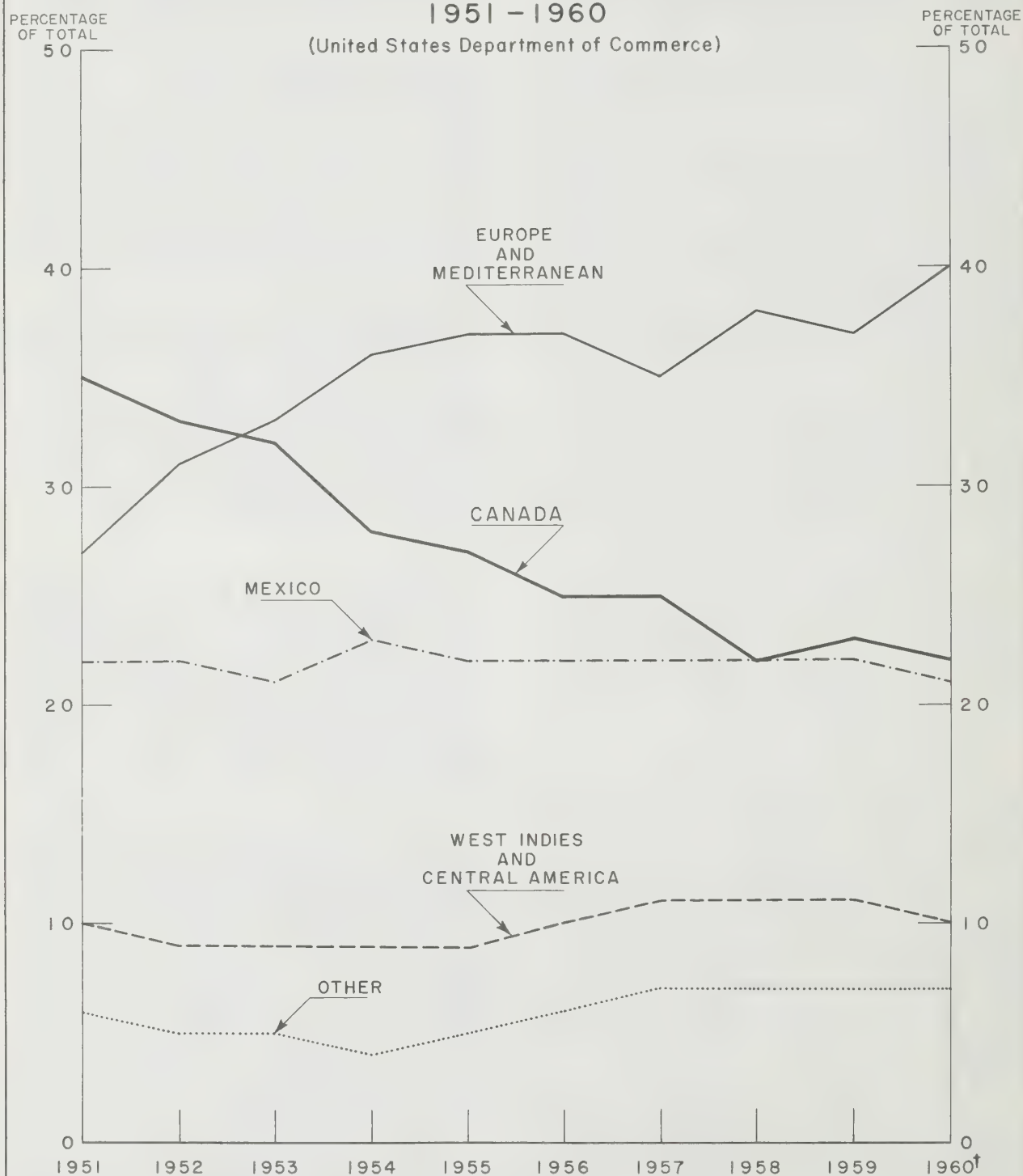
United States travel expenditures in Canada have been discussed earlier in this report and therefore, need not be repeated at length. According to United States Department of Commerce data, Americans spent \$380 million in Canada during 1960, which, it should be noted, is in terms of United States currency. Once again Canada received a larger share of United States payments than any other single country, although the proportion, which amounted to 22 per cent, represented a slight decrease from 1959.

Mexico was the next most important recipient of American travel disbursements in 1960, accounting for \$365 million or 21 per cent of the total. While this was also an increase of \$15 million or just over 4 per cent in comparison with 1959, it signified, as in the case of Canada, a slight decrease in the proportion of United States travel expenditures which went to this country. A distinction must again be drawn between short-term and long-term expenditures in Mexico. The former category accounts for most of the travel between the two countries due to the accessibility of centres at or near the Mexican border, in comparison with the greater distances required to reach larger urban centres within the interior. Furthermore, this short-term traffic does not vary greatly according to the season of year as it does with regard to Canada, where, in the third quarter, American expenditures are significantly higher than they are in Mexico. Rather, United States payments while travelling in Mexico are more or less evenly distributed throughout the four

CHART - 2

DISTRIBUTION OF TRAVEL EXPENDITURES * IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1951 - 1960

(United States Department of Commerce)



* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES

† DATA FOR 1960 ARE SUBJECT TO REVISION.

quarters as a result of the high ratio of Americans making frequent but brief border crossings during the year.

Expenditures in the West Indies and Central America decreased by \$8 million as the number of travellers to that area declined by 36,000 to 641,000. An increase in travel to the Bahamas during 1960 only partially offset a sharp drop in travel to Cuba. There were, however, moderate increases in both the number and expenditures of Americans travelling to South America.

United States travel disbursements in other areas, principally Japan and the Far East, continued to increase during 1960, but still accounted for less than 5 per cent of total American travel payments to all countries. Japan and Hong Kong again received more than 50 per cent of all American travel payments in this classification. The increasing popularity of round-the-world trips and expansion of jet service have possibly stimulated travel to these areas.

Receipts from foreign visitors to the United States in 1960 totalled \$1,078 million, a gain of approximately 9 per cent over the 1959 amount. Aggregate receipts comprised \$968 million spent in the United States and \$110 million in fares paid to United States carriers for international transportation, advances of 7 per cent and 22 per cent, respectively, over corresponding 1959 data.

Canada and Mexico together accounted for more than two-thirds of all foreign travel expenditures in the United States during 1960. Receipts from Canadian travellers only, which amounted to \$469 million (in United States dollars), accounted for

roughly one-half of the total. However, Mexican visitors to the United States, who spent \$182 million in 1960, were responsible for the greater part of the over-all increase, as their expenditures advanced \$22 million in comparison with a \$7 million gain in Canadian payments. At the same time, it should be pointed out that all but \$30 million of Mexican travel expenditures in the United States occurred along the border, once again emphasizing the predominantly short-term nature of travel between these two countries.

Visitors to the United States who originated in Europe and the Mediterranean numbered 274,000 in 1960 and spent \$115 million, in each case an increase of between 17 and 18 per cent compared with similar data for 1959. It is notable that there has been a relatively greater expansion of European travel to the United States since 1955 than in American travel to Europe. No doubt, recent relaxations in travel restrictions by overseas countries together with higher personal incomes in these areas have contributed to this growth.

Some 249,000 non-residents entering the United States from the West Indies, Central and South America in 1960 spent \$133 million—the same amount as in 1959—in spite of an increase of between 2 and 3 per cent in the number of visits. Other overseas areas accounted for 79,000 visitors in 1960, who furnished \$69 million in receipts.

The excess of American travel payments over receipts from foreign visitors rose in 1960 by 10 per cent to \$1.1 billion. Much of the imbalance occurs in the European account, where payments by United States travellers (excluding fares) were nearly \$600 million higher than receipts.

Method of Compiling Data on International Travel

The system of recording statistics on international travel between Canada and other countries has been carefully developed over many years with revisions at certain periods to effect greater economy in the collection of basic data. Statistics on international travel comprise many types of travellers, including persons travelling for holiday, vacation or health; whether paying for expensive accommodation or visiting friends or relatives; businessmen and officials; delegates to conventions or conferences; and the many re-entries of summer residents and commuters. Included are persons travelling in transit through Canada over the most direct route between two points in the United States irrespective of the type of transportation, also Canadians travelling in transit through the United States between two points in Canada. Visits to either country may vary from a period of an hour or less to others extending for many months. "Tourists" in the more limited sense of the word are only a part of the great volume of traffic and it is impossible for border officials to record all crossings according to purpose of visit.

Where possible, classifications of traffic already in use by Canadian Customs and Immigration officials are employed in recording the volume of travel. Supplementary procedures are used where existing classifications do not provide a suitable breakdown of traffic. Immigration officials maintain separate records of direct arrivals from overseas countries according to country of last permanent residence. This permits a segregation of overseas travellers, most of whom stay for relatively long periods, from entries by residents of the United States whose visits are considerably shorter on average.

Similarly, Immigration officials keep records of residents of Canada returning directly from overseas countries apart from persons returning from visits to the United States. Persons returning from trips to overseas countries normally report longer visits and much higher expenditures than visitors to the United States, therefore, it is very important to maintain this segregation and apply suitable averages to the volume of each type of traffic.

The automobile plays a very important part as a means of transportation between Canada and the United States and, therefore, is examined in detail and treated separately from the balance of the residual highway group. Normally, about 80 per cent of the non-immigrant entries from the United States and about the same proportion of re-entries into Canada by Canadians are in automobiles, while the remainder use non-automobile transportation. Customs officials at all ports of entry report the number of foreign vehicles entering Canada and the number of Canadian vehicles returning each month. Forms for tabulating these reports are supplied by the Dominion Bureau of Statistics and designated as Monthly Statement of Foreign Vehicles Entering Canada (Form A) and Monthly Statement of Canadian Vehicles Returning to Canada (Form B). Form A when completed shows the number of travellers' vehicle permits issued to foreign vehicles entering Canada each month, the number of repeat entries by vehicles on standing (L) permits, and the entries of commercial vehicles and taxis. Form B when completed gives the number of Canadian automobiles re-entering Canada according to length of stay abroad; 24 hours or less, over 24 hours and less than 48 hours, 48 hours and over, and also the number of motorcycles, bicycles, commercial vehicles and taxis. Every month all ports complete these forms showing a record of inward highway traffic and forward a copy to the Bureau of Statistics. This data is then used in compiling statistics on international travel. For the convenience of readers samples of the various forms in use at the present time appear in this report.

Non-resident Automobiles

Existing customs regulations require the use of a traveller's vehicle permit for all foreign vehicles entering Canada. This document is completed in duplicate when the foreign vehicle enters Canada, the duplicate copy being held at the port of entry, while the original is retained by the motorist during the length of stay in Canada. The date and port of entry appear on the permit and when surrendered by the motorist at the point of departure from Canada, the date and port of exit are also recorded. If the permit is surrendered at a port other than that of entry it is then forwarded to the original port of entry where it is matched with the duplicate as evidence that the vehicle has been exported. After the records have been completed at the port of entry, the original is then mailed to the Bureau of Statistics for statistical purposes. This copy contains a question asking for a report of expenditures in Canada for all purposes and, the answer, being voluntary, is given by the motorist when the information is still fresh in the mind. This document is a major source of statistical information as it is used by the most important of all types of traffic. In addition to the information on expenditures of foreign motorists in Canada, it provides data on the state or country of origin of the vehicle, the length of stay in Canada, number of persons using this type of transportation, special groups commuting regularly or making many trips under standing (L) permits, etc., and the ports of entry and exit which on examination are useful in

Date _____ Customs and Excise Officer _____

To be mailed to Balance of Payments Section, International Trade Division,
Dominion Bureau of Statistics, Ottawa, in special envelope at the close of each month.

7503-48: 4-9-59

FORM B

Monthly Statement of Canadian Vehicles Returning to Canada

Month _____

Port _____

Date	Automobiles			Motorcycles	Bicycles	Commercial vehicles	Taxis	Horse-drawn vehicles
	24 hours or less	Over 24 hours and under 48 hours	48 hours and over					
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
Total								

Date _____

Customs and Excise Officer _____

To be mailed to Balance of Payments Section, International Trade Division, Dominion Bureau of Statistics, OTTAWA,
in special envelope at the close of each month.

determining possible routes through Canada. Without this document, a sample of which is reproduced in this report (Form C), it would be impossible to supply much of the information that is requested from year to year.

Permits covering vehicles which remain in Canada more than 24 hours are processed by mechanical tabulation to make it possible to apply appropriate rates of expenditure to the heavy spending groups according to volume involved. Moreover, the

average expenditure per vehicle becomes higher as the length of stay increases making it advisable to apply a suitable rate to the appropriate volume according to length of stay. Average expenditure rates are compiled from forms declaring expenditures in Canada and are tabulated on a provincial basis as considerable variation appears in the different provinces. There is no reason to question the length of stay compiled from the traveller's vehicle permit as the date of entry and date of departure are clearly recorded by Customs officials as the vehicle crosses the border.

FORM C

E 50
TRAVELLER'S
VEHICLE PERMIT



7254845

WELCOME TO CANADA! THIS IS YOUR CAR PERMIT. PLEASE SURRENDER IT TO CUSTOMS AT THE BORDER PORT OF EXIT.

DESCRIPTION OF VEHICLE

YEAR AND MAKE	LICENCE NO.	STATE

DATE ISSUED _____ VALID FOR _____ MONTHS.



E 29 ☐ E 29. B ☐
PLEASE READ OTHER SIDE

Permits issued to vehicles on a standing basis are separated from other permits and treated as a special category. This includes motorists who travel daily or regularly to work or business in Canada, many owners of summer residences in Canada, and others who enter Canada frequently at the same port for short periods to shop, visit friends or relations, attend meetings, go to their club, etc. and, therefore, are well-known to port officers. Motorists within any of these categories may apply for a standing (L) permit, which must be renewed periodically, but it is then only necessary to show the permit each time they enter and leave Canada. All crossings after the original entry when the standing (L) permit was issued are recorded as repeat trips. Expenditures which cover the period of time the motorist was in possession of the standing (L) permit are applied to this category. To supplement the information collected from the permit, a special form was introduced in May 1960, whereby a questionnaire (Form D1) and trip card (Form D2) are handed the motorist when he makes application for the special standing (L) permit. The trip card provides a convenient method of recording the number of trips and expenditures in Canada during the tenure of the permit. The questionnaire when completed offers a more complete analysis of this type of travel which is chiefly of a local nature but involves many crossings into Canada.

Permits covering vehicles entering and leaving Canada on the same day are not processed by mechanical tabulation. The volume of forms in this category is very heavy but the average expenditure

NOTE

YOU CAN HELP CANADA IMPROVE TRAVEL FACILITIES BY ESTIMATING HOW MUCH YOU AND YOUR PASSENGERS SPENT IN CANADA FOR ALL PURPOSES ON THIS VISIT. (INCLUDE CREDIT CARD PURCHASES). THIS INFORMATION IS STRICTLY CONFIDENTIAL.



The vehicle for which this permit is issued is liable to seizure and possible forfeiture if it is:

- (a) used by a resident of Canada,
- (b) used for the transport of persons or goods for hire or reward or of goods for sale, or
- (c) not re-exported from Canada before the end of the period for which the permit is valid.

Application for renewal of this permit should be made to the nearest Collector of Customs and Excise.

Use of your car in Canada is subject to the Motor Vehicle Regulations of the Province in which it is operated.

per vehicle is low. Many visits are not likely to exceed an hour or two and, therefore, data on these expenditures are compiled separately. In view of the length of stay, motorists in this category are not so important as a source of revenue, consequently, because of the number of forms to be processed, some of the detail as compiled for the longer-term traffic must necessarily be eliminated. Therefore, tabulation of the state or country of origin of the short-term vehicles has been discontinued as well as information on possible routes through Canada. However, with the exception of in transit travel, a high percentage of the short-term traffic returns to the United States via the port of entry into Canada.

Non-automobile Visitors

Visitors from other countries using carriers other than automobiles are classified by the type of transportation used to enter Canada. The United States Department of Commerce collects data on travel expenditures in Canada by residents of the United States on their Form 536 reproduced as Form E (through the courtesy of the United States Department of Commerce). Summaries from the compilation of these questionnaires are made available to the Dominion Bureau of Statistics. Declared expenditures are averaged according to type of transportation and province of re-entry from Canada to the United States. After the necessary adjustments are made to the figures on volume, the rates obtained are applied to the appropriate number of residents of the United States travelling in Canada via rail, through bus, boat and plane.

FORM D (1)

DOMINION BUREAU OF STATISTICS

Travel Statistics Unit

OTTAWA, CANADA

**CONFIDENTIAL QUESTIONNAIRE TO RESIDENTS OF THE UNITED STATES
IN POSSESSION OF A STANDING (L) TRAVELLER'S VEHICLE PERMIT****TO THE AMERICAN VISITOR**

For your convenience, this questionnaire has been divided into two parts. This part, the questionnaire itself, need not be completed until near the end of your season of visits to Canada.

The enclosed card, (your trip account) which you would use more frequently, may be kept in the glove compartment of your car, or somewhere convenient to you.

This survey is being made in an effort to obtain more information on movements and activities of persons visiting Canada on Travellers' Vehicle Permits. The permit you are presently holding has the letter (L) as a prefix to the serial number and is used to indicate traffic of a local nature. This type of permit entitles you to make repeat trips into Canada during the period for which it was issued. This privilege has eliminated much of the delay in crossing the border but, at the same time, because many trips are covered by the permit, has created a problem in the compilation of travel statistics. This questionnaire has been designed in a manner which will make it easy for you to record the necessary information. It will be treated as confidential and used solely for statistical purposes.

Statistics on travel are very important to countries interested in maintaining reliable records of international accounts and are useful to the country in which you reside as well as the country in which you are visiting. Reliable data on the amount of money spent on international travel serves the same purpose in analysing the economy of a country as accurate information on the value of exports and imports. Statistics are also widely used by various levels of government in work on tourist promotion. The information you give on this questionnaire, when compiled with many others, will be useful in helping Canada improve facilities for travellers. We would like to thank you in anticipation of your co-operation.

PLEASE SEE REVERSE SIDE



Kindly retain this form and envelope while you are in possession of the (L) permit and either surrender it at the same time as your permit or drop it in the nearest Canadian mail box.

Dominion Bureau of Statistics,
International Trade Division,
Travel Statistics Unit,
OTTAWA, Ontario, Canada.

FORM D (1)

DOMINION BUREAU OF STATISTICS

Travel Statistics Unit

OTTAWA, CANADA

**CONFIDENTIAL QUESTIONNAIRE TO RESIDENTS OF THE UNITED STATES
IN POSSESSION OF A STANDING (L) TRAVELLER'S VEHICLE PERMIT**

1. Date and port where your traveller's vehicle permit was issued:

Date _____ Port _____

2. Where do you usually enter Canada from the United States? _____

3. Where do you usually re-enter the United States from Canada? _____

4. What is your normal destination (nearest city or town) in Canada? _____

5. What is the main purpose of your visits?

(a) ☐ Commuting to place of employment in Canada.(b) ☐ Commuting daily or weekly to cottage or other place of residence.

(c) Local trips to border communities for:

1. ☐ Recreation or amusement.2. ☐ Shopping.3. ☐ Visits to friends or relatives.4. ☐ Other (please specify) _____

6. Approximate number of repeat visits to Canada while in possession of this permit _____

7. Average length of stay on each repeat visit _____

8. Number of persons normally in the vehicle as it enters Canada _____

9. Approximate amount spent in **Canada for all purposes** while in possession of this permit: (include cash or credit transactions for living expenses, taxes, rentals, electricity, repairs, services, licences or other fees, merchandise, automobile expenditures, amusements, etc.) _____ \$ _____

10. Please give the approximate date and the port where you intend to surrender your permit:

Date _____ Port _____

Your co-operation in this survey will be appreciated.

RE-FOLD SO THAT ADDRESS
OVERLEAF IS EXPOSED IN
WINDOW OF ENVELOPE



FORM D (2)

FOR CONVENIENCE OF REFERENCE, CARD COULD BE KEPT IN GLOVE COMPARTMENT

This card may serve as a convenient method for you to record the number of trips and expenditures in Canada for purposes of reporting on the accompanying statistical questionnaire at the time your permit is surrendered. Figures may be recorded either weekly or monthly. The information on this form can also be used as a personal record.

Enter Year	1st Week Trips		2nd Week Trips		3rd Week Trips		4th Week Trips		5th Week Trips		Trip Total for Month	
	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses	No.	Expenses
		omit \$		omit \$		omit \$		omit \$		omit \$		omit \$
January												
February												
March												
April												
May												
June												
July												
August												
September												
October												
November												
December												

7503-68,2: 6-4-60

The Canadian Government Travel Bureau provides a free **Travel Counselling Service** to help you get the most out of a vacation in Canada. Inquiries by you or your friends may be directed to any of the following offices:

Canadian Government Travel Bureau,
Kent Building,
150 Kent St.,
Ottawa, Canada.

Canadian Government Travel Bureau,
Canada House,
680 Fifth Avenue,
New York 19, New York.

Canadian Government Travel Bureau,
102 West Monroe Street,
(Corner Clark Street)
Chicago 3, Illinois.

Some of the adjustments which are necessary to the data on volume are as follows: nearly half of the non-residents entering Canada by rail are travelling in transit on American railroads following the short route between Detroit and Buffalo through south-western Ontario. In 1960 some 310,600 persons were within this category but their expenditures can be considered negligible as they have little or no opportunity to leave the train and spend money in Canada. Ferry traffic across rivers or other short distances of water between Canada and the United States is excluded from entries by boat. Data on the number of arrivals by boat consist principally of passengers carried by vessels operating on the Pacific Coast, entries to the Atlantic Provinces, and certain points in Ontario but the latter are more seasonal in nature. Appropriate rates are used for each region according to the type of traffic with further refinements at ports admitting special traffic. Bus traffic is exclusive of local bus traffic between border communities such as the tunnel buses operating between Windsor and Detroit. Bus passengers travelling across southern Ontario have more opportunity to spend money on Canadian goods and services than in transit rail passengers and are credited with spending a nominal rate much lower than the regular averages for bus traffic. A moderate number of persons entering in the Windsor-Fort Erie areas are considered as in transit between Detroit and Buffalo. With regard to plane traffic a small deduction is made for passengers flying in transit

between the United States and Alaska. In transit plane passengers are given a rate comparable to that used for in transit bus passengers but much lower than the rate used for regular plane traffic. Boat traffic, too, presents a variegated pattern requiring special treatment. The remainder of the United States residents travelling in Canada are grouped into a residual class called "Other Travelers" and includes persons proceeding on foot or by ferry, taxi, motorcycle, bicycle or local bus. This group also is treated separately and a special rate used as the average rate of expenditure per visit is much lower than for other types of travel, with the possible exception of the in transit classifications.

The number of persons visiting Canada from overseas countries is small compared to the volume of traffic from the United States. However, the average duration of stay is normally much longer than visits from the United States and the cost of ocean transportation involves substantial expenditures. Usually, between 35 and 45 per cent of the visitors from overseas countries arrive on Canadian carriers and international transportation costs paid to Canadian companies are included in the receipts of visitors from overseas countries. On the other hand, international transportation costs paid to foreign carriers are, of course, not included in the estimates of receipts from residents of overseas countries. Average expenditures of the visitors from overseas countries vary from a few hundred dollars

FORM E

FEES AND POSTAGE PAID
U. S. DEPARTMENT OF COMMERCE

*Expenditures of United
States Travelers in Canada*

Please assist by replying to the questions on the reverse side and mailing this card.

This questionnaire has nothing to do with customs enforcement. Its sole purpose is to enable the United States Department of Commerce to estimate total travel expenditures in computing the balance of international payments of the United States.

No postage is required.

**OFFICE OF BUSINESS ECONOMICS,
DEPARTMENT OF COMMERCE,
WASHINGTON 25, D. C.
BE-50**

16-53619-8

Form 536-Revised (4-57)		NO SIGNATURE REQUIRED		Budget Bureau No. 41-R3197. Form approved.	
1. DATE OF ENTRY INTO CANADA		PLACE OF ENTRY		3. DATE OF DEPARTURE FROM CANADA	
2. HOW DID YOU ENTER CANADA? (Check one)		<input type="checkbox"/> TRAIN <input type="checkbox"/> BUS <input type="checkbox"/> BOAT <input type="checkbox"/> PLANE <input type="checkbox"/> OTHER			
4. PRINCIPAL CANADIAN CITIES OR TOWNS VISITED ON THIS TRIP					
5. APPROXIMATE AMOUNT (in United States dollars) SPENT FOR:					
(a) TRANSPORTATION (Include fares purchased in Canada and through transportation purchased in the United States to points in Canada) \$					
STATE WHERE SUCH THROUGH TRANSPORTATION WAS PURCHASED					
(b) ALL OTHER PURPOSES IN CANADA (Include lodging, food, purchases, amusements, taxis, gifts, etc.) \$					
6. WAS THIS TRIP PRIMARILY FOR BUSINESS PURPOSES? <input type="checkbox"/> YES <input type="checkbox"/> NO					
7. NUMBER OF TRAVELERS COVERED BY THIS RETURN (Including yourself)					
8. CITY AND STATE IN WHICH YOU RESIDE					
Thank you - Your cooperation is appreciated					

16-53619-9 GPO

for residents of the West Indies to more substantial amounts for residents of distant countries like Australia and New Zealand. During 1961 a new questionnaire (Form F) was introduced for distribution to a selected number of visitors from overseas countries. It is possible that the new questionnaire will provide information not previously acquired from overseas visitors to Canada.

In attempting to estimate receipts from travel in Canada recognition must be given to the fact that the visits may vary considerably. Included are casual trips of residents of the United States who remain for an hour or less, visits of families spending two or three weeks vacation, and persons who may stay several months in Canada. From observation over a period of years, it has been established that expenditures follow a definite pattern

from year to year and vary according to the type of transportation used, type of visitors, length of stay, etc. Consequently each type must be treated separately, as explained above, otherwise a sample average applied to such a heterogeneous mass of travellers would give a figure on travel that would be of little value. Each of the various classifications form a different proportion of the aggregate, therefore, it is important that an average expenditure that is representative for the type of visitor be applied to the number of visits within each category. A simple average could be used only if the various classifications were homogeneous in their nature but this is not true of travel in Canada by residents of other countries. The more typical "tourists" spending summer vacations in Canada are merely a small part of these movements and average expenditures representative of their visits cannot be applied to the many other groups crossing the border.

FORM F

INFORMATION REQUESTED FROM VISITORS TO CANADA

The Dominion Bureau of Statistics publishes information on travel in Canada by residents of other countries. Your answers to the questions on the reverse side of this card will assist in this work. Many responses are needed to provide an adequate sample. No signature is necessary and your answers will be used only for statistical purposes. You may use either the English or French card and discard the unused portion.

It is suggested that you hold the envelope with one copy of this card and complete it before leaving Canada and mail in the envelope to the Dominion Bureau of Statistics. No postage is required if mailed in Canada.

TRAVEL STATISTICS UNIT,
DOMINION BUREAU OF STATISTICS,
OTTAWA, CANADA.

Kindly insert so that the address is exposed in window of envelope.

Country in which you reside	What was your main destination in Canada	
Reason for coming to Canada: <input type="checkbox"/> Visiting friends or relatives	<input type="checkbox"/> Business <input type="checkbox"/> Gov't service	<input type="checkbox"/> Formal study <input type="checkbox"/> Recreation <input type="checkbox"/> Other (please specify)
Date of entry into Canada	Place of entry into Canada	
Name of international airline or vessel used	Entering Canada Departing from Canada	
Date of departure from Canada	Place of departure from Canada	
Please state your approximate total expenditures in Canada for lodging, food, entertainment, gifts, other purchases, and transportation in Canada. (Exclude overseas fares to and from Canada) \$		
Number of travellers (including yourself) covered in above answers		
Any additional information you consider to be useful in our analysis of tourist travel:		

7503-71: 14-2-61

THANK YOU FOR YOUR CO-OPERATION

Canadians Returning

In estimating expenditures on travel outside Canada by Canadians the principles involved are much the same as those described for estimating expenditures on travel in Canada by residents of other countries. As already mentioned, records of all residents of Canada returning from visits to the United States are maintained separately from the numbers returning directly from visits to overseas countries. These records are broken down showing the number returning by the various types of transportation, and in the case of persons returning from visits to the United States the volume of traffic is heavy and of great diversity. The

volume of automobile traffic is recorded daily by the Customs officers at all ports of entry according to length of stay and reported to the Dominion Bureau of Statistics at the end of each month on Form B. Periodically a sampling procedure is applied in order to obtain the average expenditure and number of persons per vehicle. During the sample period Form G (E60A, as shown) is completed for each vehicle re-entering Canada. Around 80 per cent of the residents of Canada returning from visits to the United States use automobiles for transportation.

FORM G

E60A



FOR STATISTICAL PURPOSES ONLY

The Dominion Bureau of Statistics requests your assistance in obtaining statistical information on (travel outside Canada) by Canadians.

1. Total number of persons in car

2. Length of stay in the United States

(a) Hours (only)

(b) Days (only)

Note: Section (a) for visits of less than 48 hours.

Section (b) for visits over 48 hours.

3. Approximate total amount spent in the United States for all purposes (including credit card purchases) on this visit by all persons in car. Examples: gas, oil, repairs, lodging, food, beverages, merchandise, amusements, etc.

Total \$ Indicate whether

☐ Canadian or ☐ United States Dollars.

☐ Motor Car

☐ Commercial Vehicle

☐ Motorcycle

☐ Taxi

☐ Bicycle

☐ Horse Drawn Vehicle

No signature necessary

Thank — you

7503-30: 17-3-61

A selection of Canadians returning by non-automobile transportation is sampled by means of a post card questionnaire distributed at the border by Immigration officials. This form (shown in the report as Form H) requests data on length of stay, port of entry into the United States and re-entry into Canada, number of persons, place of residence, purpose of visit, main destination, total expenditure outside Canada, and also the type of transportation used to ensure that the information compiled may be applied to the proper classification.

Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed to a selected group of

Canadians returning from the United States. The questionnaire used for this segment of travel is printed on both sides with page 1 requesting information on visits to the United States, while page 2 is similar to the overseas questionnaire used for persons returning from abroad. Thus, the respondent is given an opportunity to report visits to countries other than the United States, as well as the time spent in the United States en route to destination. Expenditure estimates for this group are segregated between the United States and overseas countries on the basis of the sample. Similarly, overseas transportation costs paid to United States carriers are segregated and included with expenditures of Canadians in the United States. A copy of the questionnaire (Form I) appears in this report.

In addition to other items of interest, persons selected for this survey are asked for the purpose of trip, place of entry into the United States and re-entry into Canada, destination in the United States, whether the trip was in transit through the United States to another province in Canada, cost of transportation apart from other expenses, point in Canada from which the trip originated, and the total of all expenditures outside Canada.

Although the number of persons returning from visits to overseas countries amounts to a very small percentage of the total, this segment of traffic has become increasingly important during the past few years. The amount of money involved in Canadian travel to overseas countries is of greater importance than indicated by the number of visits. The average duration of stay is much longer than trips to the United States and the cost of ocean transportation involves substantial amounts. Travel to overseas countries via Canadian carriers, however, does not entail a payment for non-resident services and ocean transportation paid to such lines is not included in the estimates of Canadian expenditures in overseas countries. Transportation paid to foreign carriers, on the other hand, is included in the estimates of Canadian expenditures in overseas countries. Between 50 and 60 per cent of ocean transportation goes to foreign carriers and is included in the estimates. The questionnaire asks the respondents to state whether they travelled overseas by air or steamship and the name of the company supplying the transportation to and from North America. Persons selected for the samples are also asked to give the name of the countries visited and the approximate length of stay and expenditures in each of the following areas: United Kingdom, Other European Countries, Other Commonwealth Countries, Latin America and elsewhere

FORM H

ON HER MAJESTY'S SERVICE

FREE

No stamp
required

**Information to be Supplied by Residents of
Canada Returning from Travel in the United States**

The Dominion Bureau of Statistics is vitally interested in securing information on foreign travel by residents of Canada. The information is required in estimating total expenditures of Canadian travellers outside of Canada - an important item in Canada's international transactions.

Your answers to the questions on the reverse side will be very useful for this purpose and we need as many responses as possible in order that our sample may be adequate. No signature is required and your answers will be used for statistical purposes only. Please complete this card and drop it in a mail box. No postage is necessary.

Your co-operation will be appreciated.

Walter E. Ruffert.

Dominion Statistician.

**DOMINION BUREAU
OF STATISTICS,
OTTAWA,
CANADA.**

CONFIDENTIAL**NO SIGNATURE REQUIRED**

1. Number of days on this trip:	(a) In the United States.	(b) Elsewhere outside Canada.
2. What countries did you visit outside the United States?		
3. Place of entry into the United States.		4. Town or city and state where most time spent.
5. Place of re-entry into Canada.		6. Type of transportation used to re-enter Canada. <input type="checkbox"/> Train <input type="checkbox"/> Boat <input type="checkbox"/> Other, <input type="checkbox"/> Bus <input type="checkbox"/> Plane (specify)
7. Number of travellers covered by this form (including yourself).		
8. Approximate amount (in Canadian dollars) spent for:	(a) Transportation (include fares purchased in the United States, also through transportation purchased in Canada to points in the United States) \$	
	(b) All other expenditures in the United States for lodging, food, merchandise, gifts, amusements, etc. (include credit card purchases) \$	
9. What was the main purpose of this trip?	10. City or town and province in which you reside.	

7503-13, 1: 6-9-60

THANK YOU FOR YOUR CO-OPERATION

outside Canada. Questions on point of departure; place of re-entry into Canada; number of persons covered in reply and if adults or children; purpose of visit; and expenditures other than ocean transportation are also included. For convenience this questionnaire (Form J) also appears in the report. Furthermore, questionnaires sent to residents of Canada by the Dominion Bureau of Statistics are available in a bilingual form when required. Expenditures reported vary considerably according to the areas visited and, therefore, the appropriate aver-

ages are applied to estimates of the number of persons visiting each area as compiled from the sample. Similar to the traffic from other countries to Canada, Canadian visits to other countries show a wide variation and estimates based on a simple average for all visits would yield data that could be highly unsatisfactory. All types of travel do not account for the same proportion of the total, consequently the different categories must be examined closely and appropriate methods applied to yield a proper estimate.

FORM I

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OUTSIDE CANADA

TRAVEL UNIT
DOMINION BUREAU OF STATISTICS
OTTAWA

Trips to the United States, report on Page 1.
Trips Overseas via the United States, report on Pages 1 and 2.
Trips Directly Overseas, report on Page 2.

PLEASE REPORT ON ONE TRIP ONLY

1. Number of days spent in the United States on your most recent trip outside Canada
2. How many persons are covered in the expenditures on this trip (a) adults
- (b) children
3. Where did you enter the United States from Canada?
4. Where did you re-enter Canada?
5. Type of transportation used in returning to Canada
- ☐ Automobile ☐ Bus
- ☐ Train ☐ Aeroplane
- ☐ Boat ☐ Other (please specify)
- Persons using aeroplane transportation: please complete
- Name of air line:
6. What was your chief destination in the United States?
7. If your trip was in transit through the United States, please state your destination in (a) or (b).
- (a) in Canada (province)
- (b) Other Countries
- (See page 2 also)
8. What was the main purpose of your trip?
- Business ☐
- Formal study ☐
- Health ☐
- Recreation (include vacation and other pleasure) ☐
- Shopping ☐
- Visiting friends or relatives ☐
- Other (please specify) ☐
-
9. Approximate amount spent in the United States (include living expenses, merchandise, automobile operation, local transportation, amusements, etc.) \$
- (omit cents)
10. Transportation (other than automobile): Include through transportation purchased in Canada to points in the United States also fares purchased in the United States. \$
- (omit cents)
11. State city or town where your transportation started:

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS OVERSEAS

(Including Mexico, other Latin America, Bermuda, West Indies, etc.)

PLEASE REPORT ON ONE TRIP ONLY

1. Approximate cost of fares for international transportation to and from North America (including taxes on transportation), and incidental expenses aboard ship. (Please do not include cost of transportation within Canada.)

	Outbound	Inbound
	Canadian Dollars (omit cents)	
(a) Direct air line service with Canada: Name of air line:		
(b) Air line service via United States: Name of air line:		
(c) Steamship via Canadian ocean ports: Name of steamship company or vessel:		
(d) Steamship via United States ocean ports: Name of steamship company or vessel:		

2. Please state in Canadian dollars your total expenditures abroad for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. \$ (omit cents)

3. Areas visited	Number of days stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British			
Latin America			
Elsewhere, outside Canada			

Please answer the following questions if they are not covered on Page 1.

4. Point of departure from Canada?

5. Where did you re-enter Canada?

6. What was the main purpose of your trip? (Check)

- ☐ Business
 ☐ Recreation (include vacation and other pleasure)
 ☐ Formal study
 ☐ Visiting friends or relatives
 ☐ Health
 ☐ Other (please specify)

7. How many persons are covered in the expenditures on this trip?

..... Adults and Children

Please mail in the enclosed envelope – No postage is required. Thank you for co-operating with us.

FORM J

CONFIDENTIAL QUESTIONNAIRE TO CANADIAN TRAVELLERS RETURNING FROM TRIPS ABROAD

Travel Statistics Unit
Dominion Bureau of Statistics
Ottawa, Canada

1. Approximate cost of fares for international transportation to and from North America whether paid or charged (including taxes on transportation), and incidental expense aboard ship: (Please do not include cost of transportation within Canada).

(a) Direct air line service with Canada — Name of airline:

(b) Air line service via United States — Name of air line:

(c) Steamship via Canadian ocean ports — Name of steamship company or vessel:

(d) Steamship via United States ocean ports — Name of steamship company or vessel:

Outbound	Inbound
Canadian Dollars (omit cents)	

2. Point of departure from Canada? _____

3. Where did you re-enter Canada? _____

4. What was the main purpose of your trip? (Check)

- ☐ Business
 ☐ Recreation (include vacation and other pleasure)
☐ Formal study
 ☐ Visiting friends or relatives
☐ Health
 ☐ Other (please specify) _____

5. Please state in Canadian dollars your total expenditures abroad (whether paid or charged on credit) for meals, lodging, amusements, purchases and local travelling expenses, excluding those covered in question 1. _____ \$ _____ (omit cents)

6. Areas Visited	Approximate number of days stay in each area	Specify countries visited in each area	Approximate expenditure in Canadian dollars in each area
United Kingdom			
Other European			
Other British Commonwealth			
Latin America			
Elsewhere, outside Canada			

If available, a breakdown on length of stay and expenditures in each country visited would be useful for statistical purposes. (Use reverse side of questionnaire if required)

7. How many persons are covered in the expenditures on this trip? _____ Adults and _____ Children

Please mail in the enclosed envelope — No postage is required. Thank you for co-operating with us.

Canadian Travel in the United States¹

A new record was established as Immigration reports showed there were 29 million re-entries of Canadians from the United States in 1960, some 1 million or 3.8 per cent more than in the year 1959. Included in the total were an estimated 52,000 re-entries by residents returning from visits to overseas countries. The rate of growth itself was greater than the 2.1 per cent rise experienced in 1959. Moreover, much of the increase recorded was a result of increased travel in the fourth quarter which saw 405,700 more Canadians visit the United States than in the same period of 1959. Substantial gains were recorded in other quarters as well.

Canadian travel expenditures in the continental United States during 1960 also reached an all-time high of \$457 million, an increase of \$9 million or 2 percent over the 1959 figure. This was a much lower rate of expansion, however, than the 8.5 per cent gain registered in the previous year. In addition, the growth in expenditures failed to keep pace with the increased travel largely as a result of lower average expenditures per visit. Whereas the increase in volume of travel for the most part occurred in the fourth quarter, expenditures, on the other hand, recorded their greatest gain during the second quarter, advancing \$16 million or 14.1 per cent in comparison with the same period of 1959. However, decreased expenditures in the first and third quarters were responsible for the lower over-all increase experienced.

The classification of returning Canadian vehicles as either long or short-term traffic underwent a slight revision in 1960. Cars abroad over 24 hours but less than 48 hours were formerly treated as short-term traffic but are now included in the long-term category. The principal advantage of the new method is that it provides a breakdown similar to the one employed for the entry of American vehicles into Canada, thereby adding uniformity to the classification of all automobile travel according to length of stay. However, this change must be taken into consideration when comparisons of Canadian short or long-term travel in the United States, particularly automobile traffic, are made with former years.

Short-term travel to the United States by Canadians in 1960 represented 80.3 per cent of the total volume yet accounted for only 12.6 per cent of the expenditures. Both of these proportions are lower than in the preceding year but are to be expected as a result of the change in procedure outlined above. At the same time, long-term travel to the United States represented only 19.7 per cent of the total volume but 87.4 per cent of the total expenditures. The higher average expenditures characteristic of the long-term category explain the difference in travel payments recorded by the two groups. Canadians who remained in the United States 24 hours or less spent only \$2.47 on the average, in comparison with \$69.80 by those remaining over 24 hours. Average expenditure per Canadian traveller to the United States in 1960, regardless of length of

¹ Exclusive of Hawaii.

STATEMENT 5. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1960

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less):				
Motorists	18,888,300	65.03	35,338,300	7.73
Rail	8,700	0.03	301,300	0.07
Bus	17,900	0.06	145,800	0.03
Aeroplane	22,600	0.08	1,449,500	0.32
Boat	19,800	0.07	62,500	0.01
Rail in transit	4,600	0.01	—	—
Bus in transit	23,600	0.08	—	—
Other travellers (pedestrians, local bus, etc.)	4,335,400	14.93	20,411,800	4.46
Totals	23,320,900	80.29	57,709,200	12.62
Long-term traffic (over 24 hours):				
Motorists:				
Over 24 hours and under 48 hours	950,200	3.27	10,195,300	2.23
48 hours and over	3,519,200	12.11	186,480,700	40.78
Rail	319,100	1.10	46,281,300	10.12
Bus	403,700	1.39	49,615,500	10.85
Aeroplane	428,900	1.48	101,538,800	22.20
Boat	103,800	0.36	5,502,900	1.20
Totals	5,724,900	19.71	399,614,500	87.38
Grand totals	29,045,800	100.00	457,323,700	100.00

¹ Subject to revision — excludes Hawaii.

stay, fell from \$16.02 in 1959 to \$15.74. There was, however, a slight increase on a per capita basis, with the average rising from \$25.37 in 1959 to \$25.67 in 1960, or an increase of 1.2 per cent in comparison with a population growth of about 0.8 per cent.

Purchases of merchandise in the United States as declared under the \$100 customs exemption privilege amounted to \$71 million in 1960, a decrease of \$2 million or about 3 per cent from the 1959 figure. Furthermore, the value of declared merchan-

dise has been decreasing steadily in recent years and in 1960 accounted for only 15.5 per cent of total expenditures compared with 16.3 per cent in 1959. On the other hand, the average value per declaration rose 78 cents to \$56.06 in 1960 as a result of a proportionately greater decrease in the number of declarations than in their total value. All purchases of declared merchandise are assumed to occur in the long-term category of travel covering visits of 48 hours or more in duration as required for purposes of customs exemption.

Canadian Travel in the United States by Type of Transportation

Canadians returning from trips to the United States by automobile in 1960 numbered 23 million, an increase of 1 million or 5.2 per cent in comparison with the number returning in 1959. Taken as a percentage of total volume, motorists constituted 80.4 per cent of all travel to the United States, about 1 per cent more than in 1959. Increases were recorded in each quarter, the largest gain occurring in the fourth quarter, during which time 422,000 or 9.7 per cent more persons returned by automobile than in the same period of 1959. Although the rate of increase in re-entries by automobile during 1960 was significantly greater than the 2 per cent rise experienced in 1959, it was, nevertheless, once again exceeded by the rate of growth in passenger car registrations. In 1960, passenger car registrations in Canada totalled 4,104,415, or an increase of almost 9 per cent over the 1959 figure. Furthermore, since 1950, registrations have risen from the equivalent of one passenger car per every 7.3 persons to one per every 4.3 persons resident in Canada.

Canadian travellers who returned from the United States by car after being absent 24 hours or less numbered 18,888,300, an increase of 1,019,300 or 5.7 per cent over the same figure for the previous year. Moreover, the increase recorded in the short-term automobile travel represented 96.5 per cent of the total gain in volume considering all types of transportation. While all quarters of the year recorded increases over corresponding periods of 1959, the most significant gain appeared in the fourth quarter which experienced 368,300 or 10.2 per cent more short-term (24 hours or less) automobile travellers. Percentage increases for the remaining quarters were: 3.1 per cent in the first; 4.7 per cent in the second; and 5.2 per cent in the third.

Motorists in the long-term category, which includes visits of over 24 hours but less than 48 hours, as well as the 48 hours and over group, numbered 4,469,400 in 1960. Persons in the former category were in the minority, accounting for 21.3 per cent of the long-term re-entries. In addition, the 950,200 travellers covered by this minority group were a decrease of 68,800 or 6.8 per cent from the preceding year's figure. Only the fourth quarter recorded an increase advancing some 19,800 or 12.7 per cent, while motorists reporting trips lasting over

24 hours and less than 48 hours in each of the other quarters were well below corresponding volumes in 1959. The majority of long-term automobile travellers returned to Canada after spending 48 hours or more in the United States. In 1960 these travellers numbered 3,519,200, an increase of 202,400 persons or 6.1 per cent over the 1959 total. Increases were registered in all but the first quarter, which experienced 40,600 or 10.9 per cent fewer re-entries. Motorists returning to Canada after being absent 48 hours and over advanced by 104,100 or 15.5 per cent in the second quarter, 105,100 or 6.3 per cent in the third and 33,800 or 5.6 per cent in the final quarter when compared with corresponding data for 1959.

Expenditures by Canadians travelling to the United States in automobiles amounted to \$232 million in 1960, a decrease of \$3 million or about 1 per cent below the 1959 total. The decrease was largely a result of lower expenditures in the first and third quarters. Expenditures in the former amounted to approximately \$35 million, a decrease of nearly \$6 million or 14 per cent while payments in the latter quarter, which reached \$93 million, were down \$5 million or slightly over 5 per cent in comparison with similar data for the preceding year. Motorists spent between \$58 and \$59 million in the United States during the second quarter of 1960 and \$46 million in the final quarter, representing gains of about 10 per cent and 6 per cent, respectively, over corresponding periods of 1959.

Short-term automobile travellers returning from trips lasting 24 hours or less accounted for \$35 million of the expenditures in the automobile account during 1960, an increase of \$2 million or more than 7 per cent above the 1959 amount. Furthermore, expenditures by this group taken as a percentage of the total for automobile travellers rose from 14 per cent in 1959 to just over 15 per cent in 1960. Expenditures in each of the four quarters were higher than in the corresponding periods of 1959. The greatest rise, about \$1 million or 10 per cent, occurred during the third quarter, and accounted for approximately one-half of the increase recorded in the short-term category. Short-term motorists spent an average of \$1.87 per person in the United States during 1960 compared to \$1.84 in 1959, or an increase of between 1 and 2 per cent. At the same time, average expenditure per short-term car rose from \$5.00 to \$5.14, or a gain of almost 3 per cent.

Long-term travellers who returned to Canada by car after trips in the United States lasting over 24 hours spent nearly \$197 million in 1960. This amount constituted about 43 per cent of total Canadian expenditures in the United States for the year. The great bulk of the expenditures in the long-term automobile category are, however, attributable to the 48 hour and over group, who in 1960 spent between \$186 and \$187 million. This was, nevertheless, a decrease of between \$4 and \$5 million or over 2 per cent below the 1959 level and was partially a result of lower average expenditures. In 1960, motorists in this category spent an average of \$8.01 per person per day as opposed to \$8.26 the year before. Similarly, the average expenditure per car per day fell from \$24.12 to \$23.24. Increased spending was noticed, however, in the second and fourth quarters. Motorists in the 48 hours and over group spent between \$46 and \$47 million in the second and between \$36 and \$37 million in the fourth quarter, amounting to increases of between 11 and 12 per cent, and close to 5 per cent, respectively. Substantial decreases in the remaining periods of the year were, on the other hand, sufficient to offset this expansion. The \$27 million outlay in the first quarter marked a decline of almost \$6 million or 17 per cent below the 1959 figure, while third quarter expenditures, which came to \$76 million, were down over \$5 million or between 6 and 7 per cent.

Expenditures of Canadians travelling by car who spent over 24 hours but less than 48 hours in the United States represented only about 5 per cent of the total long-term automobile outlay in 1960. Travellers in this category spent \$10 million, a decrease of \$1 million or approximately 9 per cent below the amount in 1959. The drop in expenditures was a result of decreases in all quarters but the fourth. The most significant decline took place in the third quarter when close to \$1 million less was spent than in the same period of 1959. The over-all decrease would have been slightly higher had not an increase amounting to one-third of a million dollars occurred in the final quarter. Furthermore, the average expenditure per person per day for motorists in the over 24 hours but less than 48 hours category fell in 1960 to \$5.36 from \$5.50 in 1959.

In summary, the total amount spent by Canadian automobile travellers in the United States during 1960 fell below the level attained in 1959, largely as a result of lower expenditures by those motorists remaining 48 hours and over. Volume of travel was, however, heavier than in 1959 in all automobile categories except the over 24 hours but less than 48 hours group. Generally lower average expenditures per person per day were characteristic of the two classes constituting the long-term category of automobile travel, while motorists absent 24 hours or less spent slightly more per person. The greatest expansion in travel by automobile occurred in the fourth quarter, during which time there was close to 10 per cent more traffic, whereas the decrease in expenditures was highest in the first quarter,

amounting to some 14 per cent. The largest group of visitors to the United States once again were motorists who had remained in that country for 24 hours or less, accounting for 65 per cent of the total travel, but only about 8 per cent of the expenditures. On the other hand, motorists recording visits of 48 hours and over constituted only 12 per cent of the volume, yet 41 per cent of the expenditures, which is explained by their much higher average expenditures as well as longer visits.

Additional information on returning Canadian automobile traffic according to length of stay is provided in Table 9. In 1960, as in 1959, approximately the same proportion of Canadian motorists (82 per cent) remained in the United States 24 hours or less. Canadian automobile travellers who spent over 24 hours but less than 48 hours accounted for nearly 4 per cent of the total, a slight decrease from 1959. Approximately 7 per cent of all Canadians motoring to the United States in 1960 remained 3 days, a slightly higher proportion than in the year previous. Comparable data on American automobile travel in Canada is presented in Table 4, which is exclusive of commuters, summer residents and local traffic. As in 1959, the number of Americans motoring in Canada decreases more or less uniformly as the length of stay increases. In other words, there does not appear to be the heavier concentrations of traffic in the 1 week, 2 week and 3 week periods as is the case with Canadian automobile travel. Data on the length of stay for United States motorists are compiled from the date of entry and exit affixed by customs officers as the vehicle crosses the border whereas comparable information on Canadian motorists are estimated on the basis of a sample. There can be no reason for questioning the length of stay as compiled for non-residents but there may be a tendency for some Canadian motorists to report their length of stay in weeks rather than in days. It is possible, therefore, that some over-estimation occurs in the groups staying 7, 14 and 21 days. In 1960 Canadians travelling by automobile spent the most per car per day during a 4 day visit to the United States. The average involved—\$33.43—was, however, a decrease from the comparable 1959 high of \$37.67, which occurred during a 3 day stay. The average length of stay per car amounted to 1.86 days in 1960, displaying very little change from the corresponding 1959 figure. Further data on Canadian automobiles returning to Canada, classified by length of visit and province of re-entry, is provided in Table 10. It is readily observed that the general popularity of visits lasting one, two, and three weeks in the United States also applies to re-entries of Canadian automobile traffic through each of the various provinces.

While the number of Canadians returning to Canada in 1960 by conveyances other than automobile showed little change at 5.7 million, expenditures, on the other hand, climbed to \$225.3 million, an increase of \$12 million or between 5 and 6 per cent higher than in 1959. This additional spending in the non-automobile account was responsible for all of the increase recorded in expenditures of

**STATEMENT 6. Expenditures of Canadian Travellers in the United States by Types
of Transportation Used to Re-Enter Canada, 1956-60**

Type of transportation	1956	1957	1958	1959	1960 ¹
	millions of dollars				
Automobile	197.4	212.3	215.6	235.1	232.0
Train	64.3	60.6	56.5	53.9	46.6
Boat	4.9	5.2	6.5	5.6	5.6
Bus (exclusive of local bus).....	41.9	40.1	42.3	46.1	49.7
Aeroplane.....	66.4	70.3	78.1	86.9	103.0
Other (pedestrians, local bus, etc.).....	16.1	14.6	14.3	20.8	20.4
Totals	391.0	403.1	413.3	448.4	457.3

¹ Subject to revision.

Canadian travellers in the United States during 1960, as payments by automobile travellers registered a decrease of \$3 million. Non-automobile expenditures represented about 49 per cent of the grand total or nearly 2 per cent more than in 1959. In comparison with the previous year, expenditures by non-automobile travellers in the first three quarters of 1960 were higher, while the final quarter alone recorded a decrease. The greatest gain occurred during the second quarter with payments amounting to between \$70 and \$71 million or about 18 per cent over the comparable 1959 figure. On the other hand, volume of travel in the non-automobile class recorded decreases in all quarters but the first. The most significant decline took place in the third quarter during which time there were 2.1 million re-entries, or some 4 per cent fewer than in the same period of 1959.

Travellers returning from the United States after visits of 24 hours or less are considered as short-term traffic, while all others fall into the category of long-term travel. This basis was applied to the non-automobile class of travel in 1960, thereby affecting some comparisons with 1959. Short-term non-automobile travellers numbered 4.4 million in 1960 and their expenditures amounted to \$22.4 million. It should be noted, however, that the great majority of short-term non-automobile traffic consists of crossings by pedestrians, local bus, etc., which are treated collectively under the heading "Other Travellers". Long-term Canadian travellers returning in conveyances other than automobile numbered 1.3 million in 1960 while their expenditures came to \$202.9 million.

Residents returning by rail, in both the short and long-term categories, amounted to 327,800, some 47,600 or 12.7 per cent less than in 1959. Expenditures of these travellers totalled \$46.6 million, a decrease of \$7.3 million or 13.5 per cent. Moreover, both volume and expenditures remained below their 1959 level throughout each of the four quarters. A breakdown of Canadians returning to Canada by rail according to period of re-entry shows the following: 82,200 in the first quarter; 82,600 in the second; 94,900 in the third; and 68,100 in the

fourth quarter. Similar information on expenditures by quarter is as follows: \$12.2 million in the first; \$14.8 million in the second; \$11.0 million in the third; and \$8.6 million in the final quarter. The most significant drop in volume took place during the fourth quarter which experienced 17,300 or 20.3 per cent fewer re-entries by rail than in the same quarter of 1959. On the other hand, expenditures registered their greatest decrease in the first quarter, falling by \$3.8 million or 23.8 per cent. The average expenditure per rail traveller was \$142.09 in 1960, a slight drop of \$1.56 or about 1 per cent from the 1959 average. The decrease was largely the result of an \$18.36 decline in the average for the first quarter of the year accompanied by a lower average in the fourth quarter as well. Although increases of \$4.16 and \$5.41 were experienced in the average amount spent during the second and third quarters, respectively, they were insufficient to raise the average amount spent on a yearly basis. While the average expenditure per rail traveller to the United States in 1960 was lower, the length of stay per person advanced slightly to 12.4 days from 11.8 days in 1959. Additional information on Canadian travel to the United States by rail, classified by length of visit may be found in Table 11.

Canadians travelling to the United States by long distance bus (excluding in transit) numbered 421,600 in 1960. Data for 1959 and earlier years include the in transit re-entries by bus and therefore any comparisons made could be misleading. There were 64,200 re-entries by bus in the first quarter, 125,900 in the second, 150,600 in the third and 80,800 in the fourth quarter. Expenditures by Canadians travelling to the United States in buses increased in 1960 to \$49.7 million, a rise of \$3.6 million or almost 8 per cent. Higher spending was recorded in all quarters but the third which remained at approximately the same level as in 1959. Over 50 per cent of the increased expenditures by bus travellers was attributable to the second quarter, where payments advanced \$2.3 million or between 16 and 17 per cent. Average expenditure per person (exclusive of the in transit travellers) rose to \$118.04 in 1960. The average length of stay in the

United States reported by Canadians travelling there by bus in 1960 amounted to 12.4 days, about one and one-half days longer than in 1959. However, the average for the previous year also included a small amount of in transit travel which would tend to lower slightly the average for that year.

Travel by aeroplane once again displayed considerable gains in both volume and expenditures. Canadians returning by this means amounted to 451,500 in 1960, some 28,900 or close to 7 per cent more than in the year previous. Similarly, their expenditures in the United States rose from \$86.9 million to \$103.0 million or between 18 and 19 per cent. With the exception of the fourth quarter, more persons travelled by plane in each of the other quarters than during comparable periods in 1959. The greatest volume gain—15,500 or nearly 15 per cent—took place during the first quarter, while the only decrease recorded—300 persons or less than 1 per cent—occurred in the fourth. Expenditures were higher throughout each of the four quarters. The most significant increase was attributed to travel in the second quarter as expenditures of Canadian plane travellers gained \$9 million or between 37 and 38 per cent over the 1959 amount. At the same time, payments by air travellers were \$4.1 million or between 16 and 17 per cent higher in the first quarter. The greatest increase in the average expenditure per person for plane travellers occurred in the second quarter. In this period, Canadians spent on the average \$274.86, an increase of \$61.55 or close to 29 per cent over the comparable 1959 sum. The average number of days spent in the United States

per Canadian air traveller increased to 12.5 days in 1960 from 11.2 days in 1959, or an increase of between 11 and 12 per cent.

The number of Canadians who re-entered Canada by boat in 1960 after having travelled to the United States amounted to 123,600, a decrease of 800 or less than 1 per cent in comparison with the year prior. Expenditures, on the other hand, showed little change due to a higher average expenditure per person of \$45.03 as compared with \$44.74 in 1959. Combined decreases in volume of travel by boat during the first, second and fourth quarters offset a substantial increase during the third quarter of the year.

An analysis of the category of returning Canadians termed "Other Travellers" shows that both volume and expenditures were about 2 per cent below their 1959 level. As mentioned earlier, re-entries in this classification are mainly of a local nature, including local bus traffic as well as pedestrians, some of whom, living in border communities, may cross for a casual visit lasting only one or two hours. Nevertheless, persons covered by this residual classification continue to account for around 15 per cent of the total travel movement and between 4 and 5 per cent of the expenditures.

Expenditures of Canadian travellers in the United States for the years 1956-1960 inclusive, are presented in Statement 6 according to type of transportation used.

Questionnaire Survey of Canadian Travel Behaviour in the United States²

Additional information on the characteristics of Canadian travel in the United States is compiled from questionnaires mailed each month to a selected group of Canadians who have returned from that country. It should once again be noted, that due to the method of selecting names for the survey, most of the data obtained pertains to the long-term category of traffic rather than the short-term. For this reason, the following statistics on length of stay, type of transportation, average expenditures, purpose of trip, ports of entry and re-entry, and destination, should not be used to generalize on the total volume of travel to the United States, a large proportion of which comprises visits lasting 24 hours or less.

Purpose of Visit

Although respondents were asked to specify their main purpose of trip from a choice of seven, many returned questionnaires indicated more than one purpose. For this reason, the questionnaires were divided into three groups according to the number of purposes specified; those reporting one purpose only; those reporting two or more purposes; and the aggregate of all questionnaires showing

purpose of trip. It was readily observed that an analysis of the main reason for travelling to the United States varied significantly with the particular category considered.

Compilations of all questionnaires which reported one or more purposes of trip show once again that most Canadians travelled to the United States for the purpose of recreation. However, although this purpose was indicated by 42.3 per cent of the respondents in 1960, it was a decline of 2.8 percentage points from the comparable 1959 figure. Visiting friends or relatives appeared as the second most popular reason for travel, having been specified by 29.8 per cent of the selected persons or an increase of 1.8 points over the year previous. Final compilations of survey data indicated that 12.8 per cent of the Canadians visiting the United States in 1960 did so in order to shop, compared with 14.7 per cent in 1959. Business trips were listed by 10.5 per cent of the respondents, a gain of 2.6 per cent, and travel for reasons of health were indicated by 3.1 per cent in comparison with 2.6 per cent of the Canadians surveyed during 1959. Formal study accounted for 0.7 per cent of all reasons for travel and "other" purposes 0.8 per cent, a slight increase and decrease, respectively, in comparison with comparable data from the previous survey.

² Exclusive of Hawaii.

**STATEMENT 7. Purpose of Visit¹ reported by Canadians Returning from the United States,
compiled Quarterly, Questionnaire Survey, 1960**

	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter	10.9	0.7	4.7	42.1	36.3	4.5	0.8
Second quarter	17.4	1.1	8.5	39.4	26.7	6.0	0.9
Third quarter	7.7	1.0	5.1	54.0	30.6	0.7	0.9
Fourth quarter	16.6	0.3	12.6	37.7	30.6	1.1	1.1
Year	12.3	0.8	7.2	45.0	31.0	2.8	0.9

¹ Questionnaires reporting one purpose only.

When questionnaires reporting on only one purpose of trip were tabulated, the proportion of respondents indicating the various reasons for travel were seen to vary from similar data obtained through a consideration of the aggregate of all questionnaires. In addition, there were several changes from the year previous. For example, in 1960, 45 out of every 100 respondents who checked one purpose of trip indicated recreation, compared with 49.2 per cent in 1959. On the other hand, visiting friends or relatives was the only purpose of trip for 31 per cent of the 1960 respondents and 28.9 per cent of those in the year prior. Business trips were more popular than shopping in 1960, being indicated on 12.3 per cent of the returns reporting one purpose of trip in comparison with 7.2 per cent for shopping. Health, formal study and "other" reasons for travel all varied less than 1 per cent from their 1959 proportions, with the first two purposes recording moderate increases and the latter a slight decrease.

When data from questionnaires reporting two or more purposes of trip were examined, the results were seen to vary from data obtained through a consideration of questionnaires reporting one purpose only and the aggregate of all questionnaires. Recreation maintained its favoured position as the main reason for travel, being indicated by 35.6 per cent of the respondents who checked two or more purposes of trip, although a slightly lower proportion than in 1959. Visiting friends or relatives ranked second in order of popularity throughout the three groupings, accounting for 27.1 per cent of those travelling for two or more reasons, or an increase of 1.1 per cent over the comparable figure in 1959. It was also in this grouping of returned questionnaires that the highest proportion of respondents, 26.8 per cent, reported shopping in combination with other purposes of trip. Although this percentage marked a decrease of 1.7 per cent from the comparable figure for 1959, when shopping was second in popularity, it was only 0.3 per cent short of this position in 1960. The percentage of Canadian respondents who reported on business trips as well as one or more other reasons increased 0.9 per cent to 5.8 per cent in 1960, while trips for health purposes advanced from 3.4 per cent to 3.8 per cent. Respondents who

went to the United States for formal study or "other" purposes, in each case amounted to less than 1 per cent of the total and showed very little change over 1959 regardless of whether or not the journey was undertaken for those purposes alone or in combination with others.

The remainder of the text in this section concerning the Questionnaire Survey of Canadian Travel Behaviour in the United States contains data derived from a consideration of returned questionnaires reporting on one purpose of trip only. This should also be taken into account when analysing information presented in the accompanying statements.

In Statement 7, data compiled from questionnaires specifying one purpose of trip only are shown on a quarterly basis. Once again, the usual seasonal trends are apparent. For example, trips for business and shopping each show increases during the second and fourth quarters. Recreation is most popular during the third quarter, while at the same time, health as a purpose of trip is most often reported by respondents who returned to Canada sometime during the first two quarters of the year. The latter trend can be explained by the fact that many of the Canadians returning in the spring have spent the winter in the Southern United States in order that their health may benefit from the warmer climate. Shopping trips quite naturally reach their peak during the Easter and Christmas seasons, which are, in addition, likely periods for increased business transactions. The proportion of those reporting business as their only purpose of trip amounted to 17.4 per cent in the second quarter and 16.6 per cent in the fourth, increases of 6.9 per cent and 0.8 per cent, respectively, over comparable data for 1959. Shopping trips accounted for 8.5 per cent of the respondents reporting one purpose of trip in the second quarter and 12.6 per cent in the fourth, decreases of 4.4 per cent and 0.6 per cent, respectively, from the year previous. The proportion of returned questionnaires specifying recreation was highest in the third quarter at 54 per cent, although it represented a decline of 4.8 per cent from the 1959 figure. Recreation was less popular throughout each of the other quarters

as well, with the greatest decrease, 3.5 per cent, occurring in the fourth. Visits to friends or relatives was most frequently indicated by respondents who returned to Canada in the first quarter of the year. However, it is possible that some of the 36.3 per cent who reported such a purpose during this time had visited in the United States during the Christmas holiday season of 1959 but returned in the month of January 1960. Some 4.5 per cent of the questionnaires in the first quarter and 6.0 per cent in the second had "health" checked off as the only reason for travel, in both instances increases over 1959. However, the gain recorded during the first quarter amounted to only 0.3 per cent, in comparison with a 1.8 per cent gain in the second. On a quarterly basis, the proportion of respondents who indicated either "other" reasons or formal study as their only purpose of trip in 1960, did not vary more than one-half of one per cent from comparable results for the year 1959.

A breakdown by purpose of visit according to province of re-entry was compiled from questionnaires completed by Canadian travellers reporting on one purpose of trip, and is presented in Statement 8. For purposes of this report, the province of re-entry is assumed to be the province of residence. No doubt, a certain number of Canadian travellers do re-enter the country by a province other than the one in which they reside but indications are that these re-entries constitute a very small proportion of the total. Survey data showed that once more, a higher proportion of Canadian residents returning through the province of Alberta had been in the United States on business than residents returning through any other province. In 1960 business trips accounted for 19.7 per cent of all entries through Alberta in comparison with 16.2 per cent in 1959. This same purpose was indicated by 14.3 per cent of

the respondents re-entering through Saskatchewan, 14.1 per cent of the re-entries via Ontario and 11.7 per cent of those returning by ports in Quebec. Two out of every 100 Canadians re-entering through Alberta specified education or formal study in the United States as their main reason for travel. Although this represented a decline of 0.9 per cent from the 1959 percentage, it was, nevertheless, the highest proportion recorded for this purpose. Generally, higher proportions of returning residents through the Western Provinces indicated formal study than did residents re-entering in Eastern Canada. Shopping trips were most frequently reported by Canadian travellers residing in British Columbia and the Yukon Territory. In 1960, 14.3 per cent of these residents specified shopping compared with 15.8 per cent in 1959. Travellers from Saskatchewan reported the next highest proportion of shopping trips with 13.8 per cent. In general, shopping was specified more frequently by residents of the Western Provinces than by those living in the other provinces. Recreation, the most popular reason for travel, was checked off by 56.7 per cent of the returning residents of Quebec, a decrease of 4.6 per cent from the 1959 proportion. Some 42.5 per cent of the re-entries via ports in British Columbia and the Yukon Territory indicated recreation, as did 42 in every 100 of those re-entering via Ontario. As a matter of fact, the proportion of travellers from each province who indicated recreation as their main purpose of trip in 1960 was lower than comparable data for 1959. Visiting friends or relatives in 1960 was, on the other hand, reported by a higher percentage of residents from all except the Atlantic Provinces. However, although the 41.7 per cent of the re-entries through ports in the latter region was some 3 per cent below the comparable 1959 figure, it was, nevertheless, a higher proportion than that recorded by residents of other provinces. Visiting friends or

STATEMENT 8. Purpose of Visit¹ reported by Canadians Returning from the United States, by Province of Re-Entry, Questionnaire Survey, 1960

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces	7.1	1.1	5.9	37.1	41.7	5.0	2.1
Quebec	11.7	0.6	2.7	56.7	24.6	3.3	0.4
Ontario	14.1	0.8	6.3	42.0	33.2	2.7	0.9
Manitoba	10.9	1.7	12.3	41.5	29.5	3.1	1.0
Saskatchewan	14.3	1.9	13.8	27.6	37.8	1.8	2.8
Alberta	19.7	2.0	6.1	37.9	30.7	2.2	1.4
British Columbia and Yukon Territory	8.7	0.7	14.3	42.5	30.7	2.0	1.1
Canada	12.3	0.8	7.2	45.0	31.0	2.8	0.9

¹ Questionnaires reporting one purpose only.

relatives was the purpose of trip for 37.8 per cent of the re-entries through Saskatchewan, and 33.2 per cent through Ontario. Health as a reason for travel south of the border was once again most prevalent amongst Canadians living in the Atlantic Provinces, accounting for 5 out of every 100 re-entries in that region, an increase of 1.7 per cent over the previous year. "Other" reasons given for travel ranged from 0.4 per cent of the re-entries through Quebec to 2.8 per cent of those returning in Saskatchewan.

An analysis of all returned questionnaires according to purpose of trip is complicated by those respondents who have travelled in transit through the United States. Information reported by this group may well apply to a Canadian province of destination and not to areas visited in the United States. For this reason, in transit questionnaires are treated

separately when tabulating returned questionnaires according to destination in the United States. In 1960, for example, approximately 2.5 per cent of the respondents were classified as in transit, considerably lower than the proportion in 1959. New and improved Canadian roads, facilitating travel between points in Canada which were previously reached more conveniently via the United States, may be responsible for the decrease. In addition, data collected on in transit travel by means of the "mail questionnaire" reflect only the long-term and not the short-term movement. At any rate, in transit travel constitutes a very small part of the total travel movement. It is interesting to note, however, that returned questionnaires indicated that the majority of in transit traffic was by automobile, originating in the province of Ontario and destined mainly for the Maritime Provinces, Manitoba or Saskatchewan in that order.

STATEMENT 9. Purpose of Visit¹ reported by Canadians Returning from the United States, by Type of Transportation, Questionnaire Survey, 1960

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Rail	9.7	0.9	9.0	31.6	45.5	3.1	0.2
Bus	4.2	1.0	15.8	37.5	37.7	3.4	0.4
Aeroplane	29.8	1.3	1.3	37.4	25.5	4.3	0.4
Boat	4.4	0.3	15.3	49.4	28.6	1.1	0.9
Totals, non-automobile	21.3	1.1	5.1	36.0	32.3	3.8	0.4
Automobile	5.7	0.6	8.7	51.7	29.9	2.0	1.4
Grand totals	12.3	0.8	7.2	45.0	31.0	2.8	0.9

¹ Aggregate of questionnaires reporting one purpose only.

The purpose of visit reported by Canadians returning from the United States by type of transportation used is presented in Statement 9. In addition, it should be remembered that the data collected pertain to the long-term rather than short-term traffic. In 1960, 36 in every 100 Canadians who travelled to the United States by a form of transportation other than automobile, did so for recreational purposes. This marked a decline of 4.3 percentage points from the 1959 figure. Visiting friends or relatives accounted for 32.3 per cent of the non-automobile travel, about 1 point more than in the year prior. Increased business trips accounted for 21.3 per cent of non-automobile respondents in comparison with 17.1 per cent in the previous year. Shopping excursions were indicated by 1.6 per cent

fewer non-automobile travellers than in 1959, while the remaining purposes of trip showed little change. The highest proportion of boat, bus and aeroplane traffic consisted of persons travelling for recreation, while the majority of rail travel was for the purpose of visiting friends or relatives. In 1960, however, the first three modes of travel experienced a lower proportion of recreational traffic, with percentage point declines of 7.1 by boat, 6.2 by bus and 4.2 by plane. Visiting friends or relatives by rail showed an increase of 4 points.

The proportion of respondents travelling by automobile who indicated recreation as their purpose for travelling to the United States in 1960 amounted to 51.7 per cent, while the group specifying visits

to friends or relatives stood at 29.9 per cent. Shopping was checked off by 1.3 per cent fewer of the automobile travellers, while business trips were, on the other hand, 1.7 per cent more frequently reported than in 1959. The percentages of automobile travellers who reported on other purposes of trip in 1960 did not vary more than one-half of one per cent from similar data for 1959.

Length of Stay

The "mail questionnaire" also queried Canadian travellers to the United States on their length of stay in that country. Final results were seen to vary considerably according to the purpose of trip, transportation used, province of re-entry and season of year. To simplify matters, averages on length of stay were compiled from data representative of all types of transportation by the purpose of trip.

The longest average length of stay was attributed to Canadians who had journeyed to the United States for formal study, spending 67.8 days in 1960. This was a decline of 21 days in comparison with the 1959 average and may possibly be the result of an increase in the number of persons enrolled in summer courses which tend to be shorter than winter terms. The second longest stay was averaged by Canadian respondents who checked health reasons, remaining 50.6 days on the average, or 5.1 days in excess of the comparable 1959 average. The average length of stay for respondents indicating recreation and visiting friends or relatives were very close with 11.4 days and 11.3 days, respectively. However, the former was a slight gain over the year previous while the latter average signified a moderate decrease. Business trips on the average lasted 7.6 days, slightly more than in 1959, while shoppers remained the same average length of time, 2.9 days, which again corresponds closely to the 48 hour minimum length of stay required for purposes of customs exemption. Canadians specifying "other" reasons for travel spent 7.7 days on the average in the United States, about the same length of time as in 1959.

Residents of Saskatchewan who in 1960 visited the United States for recreation remained an average of 17.6 days, and those specifying health stayed 95.5 days on the average. These were the longest lengths of stay recorded for the two purposes mentioned. Respondents who re-entered Canada through Alberta recorded the longest visits of those travelling to the United States to visit friends or relatives with an average of 19.5 days, while, at the same time, re-entries via this province stayed 11.2 days on the average for "other" reasons. The longest average for shopping trips was 3.6 days recorded by re-entries through Quebec, while residents of British Columbia and the Yukon Territory averaged the longest visit for formal study purposes—125.2 days.

A further analysis of average length of stay by purpose of trip on a quarterly basis revealed a certain amount of seasonal variation. For example,

business trips lasted 8.1 days on the average in the first quarter but 7.3 days in the second and fourth. Similarly, the average length of stay for those returning from formal study in the second quarter was 109.6 days. The length of shopping trips displayed the most consistency throughout the four quarters, not varying too much from the yearly average of 2.9 days. Average lengths of stay for those respondents who checked recreation for their purpose of trip ranged between 15 and 16 days during the first two quarters but fell to about 9 days during the latter half of the year. Visits to friends or relatives lasted 14.6 days on the average during the second quarter and 9.9 days in the fourth. The average length of trip for respondents who indicated health was much higher in the first half of 1960 than in the second half, again a result of the warmer temperatures to be enjoyed in the Southern United States at a time when Canada is experiencing a winter climate.

Expenditures

Information gathered from the questionnaire survey on expenditures in the United States was arranged according to purpose of trip by province of re-entry and type of transportation. Data concerning average expenditures on both a per person and per person per day basis as well as average length of stay per person are presented in Charts 3 and 4, respectively.

In 1960, Canadians who had travelled to the United States for formal study of some sort, again spent the most per trip. However, the \$559.45 average represented a decline of \$73.95 from the previous average and was most likely brought about through a higher proportion of enrollments in short-term or less expensive courses. In spite of the high average per trip, students spent only \$8.25 per person per day, the second lowest recorded. Residents of British Columbia and the Yukon Territory spent the most per trip on education with an average of \$866.88, followed by re-entries through the Atlantic Provinces with an average of \$625.64. Canadians in the United States during 1960 for reasons of health averaged the second highest expenditure per trip, some \$468.77, an increase of \$42.97 over the 1959 average. However, those specifying health spent only \$9.26 on a per person per day basis. Residents of the province of Quebec spent the highest average for purposes of health with \$532.63. Canadians returning by plane from trips for their health spent an average of \$537.29 per person, the highest recorded for this purpose according to type of transportation used.

The average amount spent by Canadians travelling to the United States in 1960 for recreation amounted to \$160.07 or \$21.94 more than in 1959. At the same time, the average expenditure per person per day advanced by 48 cents to \$14.00. An analysis of this group according to the province of re-entry shows that the highest average expenditure per trip, \$211.40, was recorded by residents of Alberta. Next, in order of importance, were Saskatchewan

CHART-3

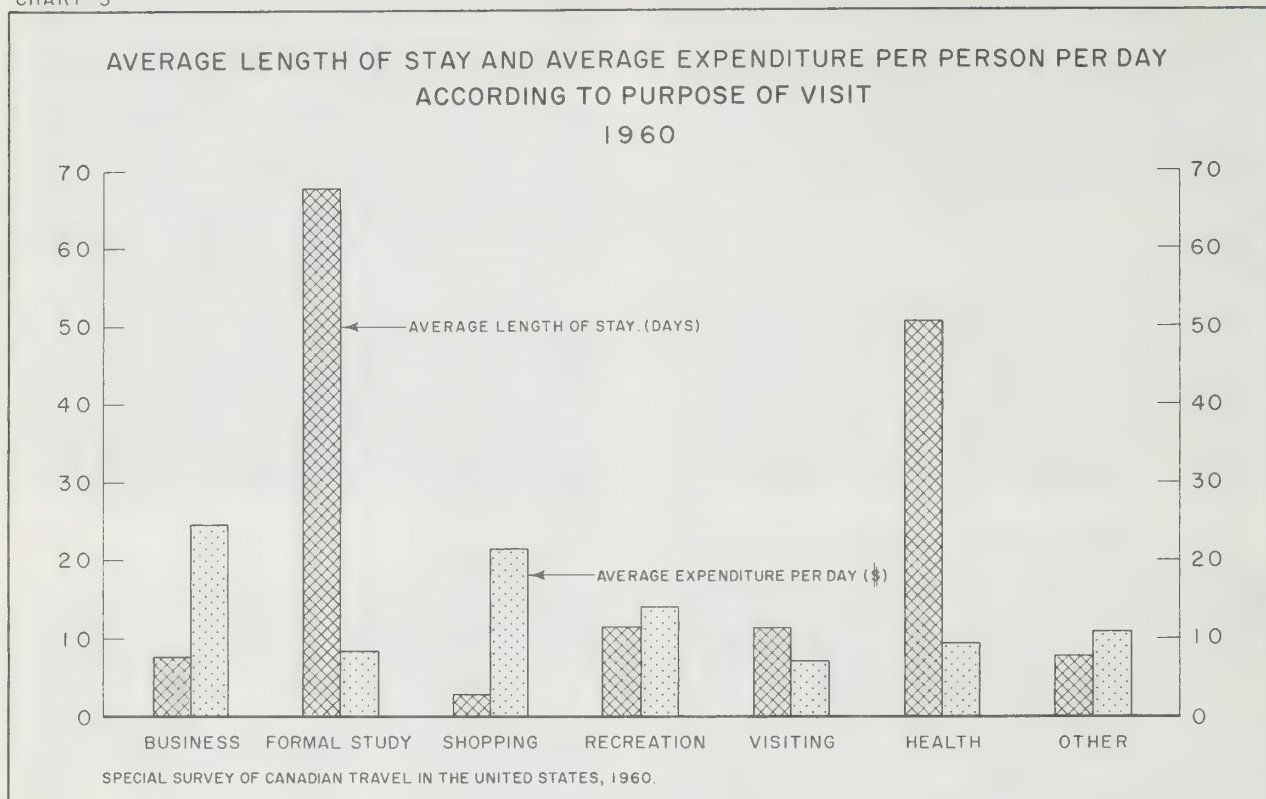
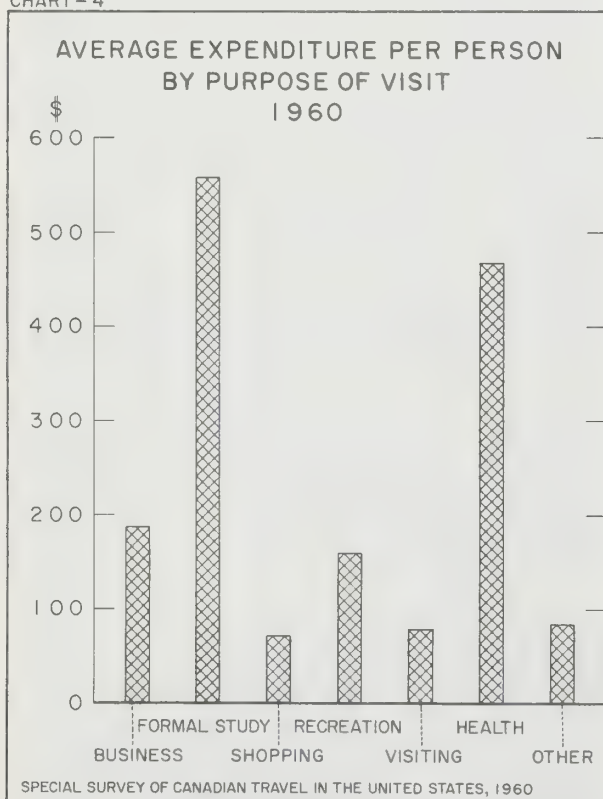


CHART-4



residents with an average of \$176.88, residents of Quebec with \$171.91 and re-entries via ports in Ontario who averaged \$165.59. In each case, the average per trip was higher than comparable 1959 averages. Respondents who indicated on their questionnaire that they had travelled by plane spent \$267.62 on recreation in the United States during 1960, an increase of \$29.32 over the comparable average in the year previous. Similarly, average amounts spent on recreation by other modes of travel were: train \$184.23; bus \$157.95; automobile \$122.75; and boat \$115.75.

Canadians responding to the "mail questionnaire" in 1960 averaged an expenditure amounting to \$78.96 while visiting friends or relatives, a decrease of \$12.44 from the 1959 average and attributable, no doubt, to Ontario with an average of \$68.04, approximately \$11.00 below the average for Canada. As in 1959, residents from the province of Alberta spent more on the average while visiting friends or relatives than travellers originating in other provinces. In 1960, this average amounted to \$171.99, an increase of \$39.15 over the comparable 1959 average. Once again, the lowest average expenditure while visiting friends or relatives was attributable to travellers originating in Saskatchewan, who in 1960 averaged \$64.68 in comparison with \$59.52 the year before. For the same purpose of trip, residents of Manitoba averaged \$109.81, travellers from British Columbia and the Yukon Territory averaged \$95.09 and residents of Quebec

averaged an expenditure of \$87.74, all higher than similar figures for 1959. An examination of travel by respondents indicating visits to friends or relatives, classified by the type of transportation used, reveals that plane travellers spent more on the average than persons journeying by other means. In 1960, for example, the average Canadian plane traveller who visited friends or relatives spent \$149.70 while in the United States, an increase of \$9.18 in comparison with the previous average. Visitors by train were next with an average of \$93.47 while bus travellers allocated an average of \$86.80, both slight decreases from the year before.

Canadians who specified shopping as the purpose of visit to the United States spent on the average \$71.62, some \$2.21 less than in 1959. Included in this expenditure are the purchases of merchandise in addition to the amount spent for food, lodging, amusement, etc. Average expenditure per person per day, which amounted to \$21.49, was also lower by \$3.87. Residents of Saskatchewan, however, spent an average of \$123.00, the highest recorded and a substantial increase over 1959. Respondents originating in the province of Quebec who reported that their main purpose was shopping spent an average of \$88.21, those from Alberta spent an average of \$85.39 and re-entries through the province of Ontario averaged \$70.46. In 1960, persons travelling from British Columbia and the Yukon Territory accounted for the lowest average amount spent by shoppers—\$69.90. Considering the type of transportation used to re-enter Canada, shoppers returning by aeroplane accounted for a higher average expenditure (\$122.46) than re-entries by other modes of travel. Re-entries by train reported the next highest average—\$84.21—while Canadians returning by bus followed with \$81.15. The average outlay by motorists on shopping trips in the United States was \$64.84, the lowest for any type of transportation.

Many of the respondents to the questionnaire survey who checked off "other" reasons for travel were in transit, while others indicated they were looking for work, driving or meeting relatives who were travelling overseas, attending funerals, etc. In 1960, this group of persons spent an average of \$82.95 in the United States, or \$12.63 more than in 1959 as their average expenditure per person advanced from \$9.07 to \$10.84. Average expenditures per trip ranged from \$42.89 for residents of the Atlantic Provinces to \$135.66 per respondent entering through Manitoba. As expected, aeroplane travellers who indicated "other" reasons attained the highest average for this class, amounting to \$273.57, while motorists averaged only \$52.19.

Destination

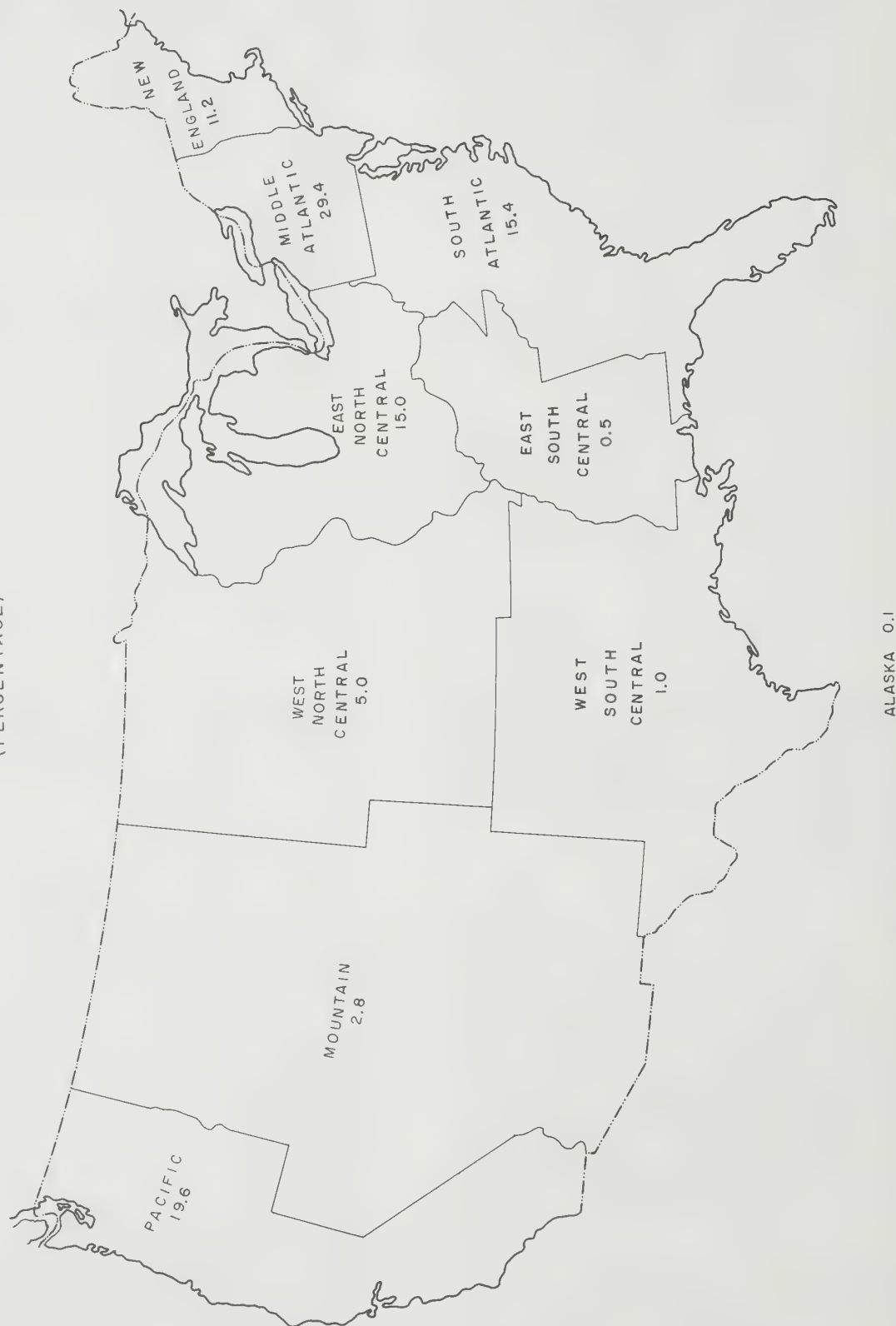
Canadian travellers who received a questionnaire were also asked to specify their chief destination in the United States. This information was arranged in three different ways: state of destination on a quarterly or seasonal basis; state of destination by province of re-entry; and the general area visited

regardless of season or province of re-entry. Final tabulations are presented in Tables 14 and 15 as well as Map 2. Data pertaining to destinations in American states situated immediately south of the border should be considered as minimal for two reasons. First of all, the state farthest from the International Boundary was chosen when questionnaires reported more than one destination, and secondly, the survey covered travellers who had been abroad 48 hours or over, thereby excluding the large number of visits to border states which occur in the short-term category of traffic.

An examination of Table 14 indicates that the state of New York was checked by close to 26 per cent of the respondents in 1960, slightly less than in 1959. The decrease was mainly reflected during the second quarter which attracted about 24 per cent of the Canadian visitors, or over 4 percentage points less than in the same period of the year previous. At the same time, travel to this state was heaviest in the fourth quarter, accounting for between 31 and 32 per cent of the travel which was very little change from the final quarter of 1959. It is assumed that the greater frequency of trips to New York State during the fourth quarter is, to a certain extent, a result of increased visits for shopping or business purposes which are at their peak during this time. Travel to the state of Florida increased sufficiently to raise it from a position of third most popular in 1959 to the second most popular destination in 1960. Almost 13 out of every 100 respondents reported Florida as their destination in 1960, or close to 3 more per 100 than in 1959. In addition, between 27 and 28 per cent of the long-term Canadian travellers returning in the first quarter had been to Florida as had about 19 per cent in the second quarter. It is probable, however, that a certain proportion of these travellers, especially those in the first quarter, spent some time in Florida during the final quarter of the year previous, but returned to Canada in the early part of 1960. An increase of about 5 per cent in the number of respondents returning from Florida during the second quarter of 1960 compared with the same quarter in 1959 contributed to the over-all increase for the year. The state indicated as the third most popular destination in 1960 was Washington, which attracted approximately 10 per cent of the respondents to the survey. This was a decrease of just over 1 per cent from 1959, in which year Washington ranked as the second most frequently visited state. Persons destined for Washington State represented about 11 per cent of the travel in the fourth quarter, almost the same proportion as in the final quarter of 1959, while the percentages for the second and third quarters fell slightly to about 10 per cent in each case. Once more, Michigan was fourth in order of visits recorded. In 1960, some 9 per cent of the returned questionnaires checked this state, the same proportion as in the year before. While trips to this state amounted to over 10 per cent of the travel in the third quarter, only the fourth quarter varied more than 1 per cent from comparable 1959 results. In the fourth quarter, journeys to Michigan were specified by close to 10 per cent of the respondents, or nearly 2 per cent

MAP-2

DESTINATION OF CANADIANS IN THE UNITED STATES,
VISITS OF MORE THAN 48 HOURS, QUESTIONNAIRE SURVEY 1960
(PERCENTAGE)



more than in the same quarter of 1959. The fifth most visited state turned out to be California, a position it also occupied in 1959. Just over 7 per cent of the destinations recorded for the year listed this state, an increase of approximately 1 per cent over the comparable 1959 percentage. The highest proportion of journeys to California, about 9 per cent, occurred in the second quarter, which was an expansion of between 2 and 3 per cent in comparison with the April to June period of 1959. With the exception of the first quarter, a higher percentage of the respondents to the "mail questionnaire" indicated California as their chief destination in 1960 than in comparable periods of 1959. The increases in 1960 for the third and fourth quarters amounted to about 1 per cent and one-half of one per cent, respectively, while the decrease experienced in the first quarter of the year was even less. Other states of destination as reported by Canadians responding to the Canadian Questionnaire Survey in 1960, as well as the five already mentioned, are listed in order of popularity in Table 14.

Chief destination in the United States according to province of re-entry was tabulated and is presented in Table 15. Again, from an analysis of the table it would appear that certain of the American states are visited more often than others by Canadians re-entering through a particular province. For example, of all the respondents re-entering Canada via the Atlantic Provinces, indications were that about 33 per cent had been to the state of Maine, 28 per cent to Massachusetts, and 16 per cent to New York State. The proportion visiting Maine was around 4 percentage points higher than in 1959, while trips to New York State decreased by the same amount. Residents of Quebec favoured trips to New York State, which accounted for close to 40 per cent of the visits south of the border, or a slightly lower proportion than in the year previous. Respondents from the province of Quebec in almost 15 per cent of the cases had been to Florida, a rise of about 3 percentage points, while the states of Massachusetts and Vermont were each visited by approximately 9 per cent in 1960. The state of New York was also the most frequent destination for residents of Ontario, being specified by 33 per cent of these travellers. Next in order of popularity among Ontario respondents was Florida, which attracted close to 18 per cent of the total. Michigan was the state of destination for 17 per cent of the re-entries via Ontario in 1960, the same proportion as in 1959. Destinations preferred by residents of the Western Provinces generally are located in the American states just south of the International Boundary. For instance, Minnesota was visited by between 37 and 38 per cent of the travellers originating in Manitoba, and North Dakota received about 18 per cent, decreases of approximately 3 and 1 per cent, respectively, from similar 1959 proportions. Close to 7 per cent of the respondents re-entering via Manitoba, however, specified trips to the state of California, an increase of 3 points. Indications were that a considerable proportion of the respondents re-entering through the province of Saskatchewan had been in the state of Michigan, between 15 and 16 per cent had returned from trips to North Dakota, while

almost the same proportion reported on trips to Minnesota. The results of the survey also showed that of all respondents re-entering Canada via the province of Alberta, between 28 and 29 per cent had been to Montana, 15 per cent had been to California, and between 6 and 7 per cent had travelled as far as Texas. In comparison with 1959 survey results, about 4 per cent fewer residents of Alberta indicated trips to Montana while destinations in California and Texas increased about 4 per cent and 3 per cent, respectively. Once again over one-half (53 per cent) of the persons returning to Canada by ports in British Columbia and the Yukon Territory, had been in the state of Washington, although some 3 or 4 per cent lower than the 1959 proportion. The second most popular state amongst British Columbia and Yukon Territory residents was California, attracting 23 per cent of the travelling population from these regions, compared to just over 20 per cent in 1959. Oregon, which was visited by between 9 and 10 per cent of the travel from these two areas in 1959, received about 12 per cent in 1960.

Map 2 shows the destinations, grouped by geographic regions, of Canadian travellers in the United States during 1960, irrespective of the season or province of re-entry. The highest proportion of trips (29.4 per cent) consisted of visits to the Middle Atlantic States of New York, New Jersey and Pennsylvania, which, however, was approximately 1 per cent below the comparable 1959 proportion. The majority of trips to this area were, of course, to the state of New York. Next in order of preference, accounting for 19.6 per cent of Canadian visitors, were the Pacific States of Washington, California and Oregon. Here again, one state in particular, namely Washington, occurred more frequently as a destination than others. Southern Atlantic States, the most important of which is Florida, appeared as destination on 15.4 per cent of the returned questionnaires, or about 2 per cent more than in 1959. The 15 per cent of Canadian travellers who reported destinations in the East North Central region of the United States was only a slight increase over the comparable figure for 1959. Visits to the state of Michigan were responsible for over one-half of the travel to this area. New England States, principally Massachusetts, Maine and Vermont, occurred as destination in 11.2 per cent of the cases, or slightly less than in the year previous. Similarly, visits to states in the West North Central region, which includes Minnesota and North Dakota among others, were responsible for 5 out of every 100 destinations reported, or about 1 per cent lower than the proportion of trips to this area in 1959. The Mountain States as well received a slightly smaller percentage of Canadian visitors in 1960 than in the year prior, appearing on 2.8 per cent of the questionnaires. In addition, the proportion of Canadians visiting states in this region ranged from 0.08 per cent for New Mexico to 0.74 for Montana. About the same percentage of destinations in the West South Central and East South Central areas were specified in 1960 as in 1959, namely 1 per cent and 0.5 per cent, respectively. Once more, Alaska was indicated as the chief destination by only 0.1 per cent of all Canadian travellers.

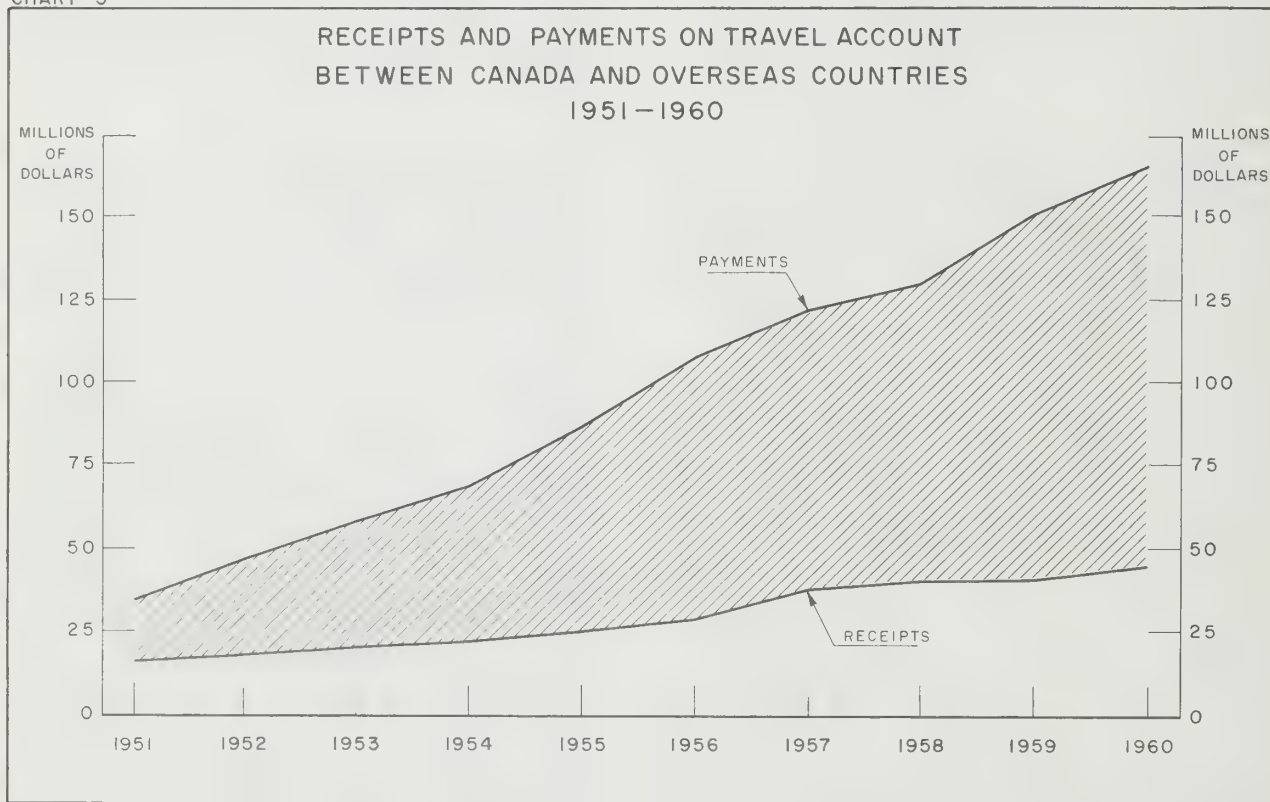
Travel Between Canada and Overseas Countries

Volume of Travel

A record 312,500 persons were estimated to have travelled between Canada and overseas countries in 1960, representing an expansion of 16 per cent in comparison with the 1959 volume. The 1960 rate of gain was, in addition, between 3 and 4 per cent higher than in the year previous. A breakdown of the total overseas travel movement in 1960 shows that visits to Canada numbered 71,900 while Canadians travelling overseas amounted to 240,600, increases in both cases over comparable 1959 figures. Once again, the expansion in Canadian travel overseas, which amounted to between 18 and 19 per cent, was

considerably higher than the advance in foreign travel to Canada. The latter gain, which reached 7 per cent, was, however, greater than the almost 2 per cent increase experienced in 1959. Visits to the United Kingdom by Canadians are estimated at around 118,000 while visits to other European countries numbered approximately 100,000. Included in each of these figures, however, are some 60,000 persons who visited both the United Kingdom and other European countries during their trip overseas and are, therefore, recorded in duplicate. Canadian visits during the year 1960 to the area including Bermuda, the Caribbean, Central and South America are estimated at some 60,000 or more.

CHART-5



Expenditures

Expenditures involved in travel between Canada and overseas countries also reached a new high. Receipts from residents of overseas countries, which failed to show any increase in 1959, advanced to \$45 million in 1960 or between 12 and 13 per cent. Canadian expenditures in the 1960 overseas travel account amounted to \$165 million, an expansion of 10 per cent in comparison with 1959. Although this rate of gain was less than the one recorded in 1959, increased Canadian spending overseas accounted for more than 75 per cent of the over-all \$20 million increase in 1960. It should be noted, that included in Canadian overseas expenditures is the

value of merchandise declared under customs exemption, which amounted to \$10.4 million in 1960 compared with \$7.8 million in the preceding year. As a result of the increase in spending, the balance of payments on travel account between Canada and overseas countries revealed a record deficit of \$120 million in 1960, some \$10 million or 9 per cent above the previous high established in 1959. Furthermore, the debit balance in the overseas account represented 58 per cent of Canada's total travel deficit in 1960 compared with almost 53 per cent in 1959. The deficit with overseas countries would have been higher still in 1960 if Canadian expenditures in Hawaii had not been included with the United States for the first time.

**STATEMENT 10. Balance of Payments on Travel Account Between Canada
and Overseas Countries, 1959 and 1960¹**

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1959	1960	1959	1960	1959	1960	1959	1960	1959	1960
	millions of dollars									
Receipts	40	45	18	20	6	6	11	13	5	6
Payments	150	165	62	70	13	14	60	65	15	16
Net Balance	-110	-120	-44	-50	-7	-8	-49	-52	-10	-10

¹ Subject to revision.

Overseas Visitors to Canada

Volume and Expenditures

Overseas visitors entering Canada direct in 1960 numbered 47,900, an increase of 6,300 visits or about 15 per cent more than in 1959. In addition, an estimated 24,000 visitors, or 4 per cent less than in 1959, arrived via the United States, making a grand total of 71,900 visits in 1960.

Receipts from non-residents arriving direct and via the United States were estimated at \$45 million in 1960. A breakdown would indicate that overseas visitors paid \$25 million in fares to Canadian carriers covering transportation to and from Canada. This sum represented approximately 55 per cent of the receipts as compared with between 52 and 53 per cent in 1959. The balance which amounted to \$20 million in 1960 was attributed to expenditures within Canada.

The proportion of overseas visitors entering Canada direct by plane increased in 1960 to between 66 and 67 per cent compared with 57 per cent in 1959. Direct arrivals by boat fell correspondingly, accounting for between 33 and 34 per cent of all overseas visits to Canada in 1960 as compared with approximately 43 per cent in 1959. An analysis of the type of oceanic transportation used by non-residents who entered via the United States in 1960 shows that between 64 and 65 per cent had travelled by plane, a slight decrease from comparable 1959 data. Consequently, the percentage of overseas visitors who made the trip by boat rose moderately to between 35 and 36 per cent. Canadian air and steamship services carried about the same share of non-resident overseas travel to and from Canada in 1960 as in 1959—namely 39 per cent.

Visitors from the United Kingdom countries in 1960 again constituted over one-half of all the non-resident overseas travellers entering Canada direct, although the 54 per cent who originated in that region was a slightly lower proportion than in 1959.

The percentage of non-immigrant visitors arriving direct from other Commonwealth countries in 1960 amounted to 10.3 per cent, very little difference from the previous year. In 1960, the proportion originating in other European countries advanced to 30.3 per cent from 29 per cent, while non-residents of other areas not already specified represented 5.4 per cent of the total—the same as in 1959.

Visitors arriving directly from the United Kingdom area in 1960 accounted for the largest number of non-immigrant entries from overseas countries throughout each of the four quarters of the year. Arrivals from this region reached their peak in the second quarter, during which time they accounted for 57 out of every 100 entries. The highest proportion of visitors originating in other Commonwealth countries arrived in Canada during the third quarter, amounting to 13.6 per cent of the entries for this period. Non-immigrants who resided in other European countries constituted 32.3 per cent of the travellers entering Canada directly from overseas in both the first and second quarters, while visitors from other areas not already specified were most numerous in the first quarter, representing 8.3 per cent of all the non-immigrant arrivals during that time.

Purpose of Visit

Data on non-immigrant visitors entering Canada from overseas countries according to purpose of visit is presented in Statement 13. In 1960, the second year that this information has been made available, results are seen to conform with those of the previous year. For example, of all purposes of trip specified, only two, namely "Diplomats and members of Allied Forces" and "Other", varied more than one-half of one per cent from similar compilations of data in 1959. The most prevalent group of visitors to Canada from overseas countries in 1960 were classified as tourists and visitors,

STATEMENT 11. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas Countries, by Type of Transportation, Principal Countries, 1959 and 1960

Country of residence	Arrivals by aeroplane		Arrivals by vessel		Total	
	1959	1960	1959	1960	1959	1960
United Kingdom	11,784	16,457	11,267	9,394	23,051	25,851
England	9,395	12,850	8,592	7,144	17,987	19,994
Scotland	1,922	2,977	1,950	1,593	3,872	4,570
Northern Ireland	284	359	414	343	698	702
Wales	148	223	258	271	406	494
Lesser British Isles	35	48	53	43	88	91
Per cent of totals	49.9	51.8	62.6	58.4	55.4	54.0
Commonwealth countries (n.e.s.)	2,885	3,821	1,357	1,143	4,242	4,964
Australia	544	744	728	697	1,272	1,441
West Indies Federation	831	1,224	106	27	937	1,251
New Zealand	217	307	232	280	449	587
Bermuda	488	533	18	1	506	534
India	192	265	50	52	242	317
Union of South Africa	141	209	86	69	227	278
Other Commonwealth countries	472	539	137	17	609	556
Per cent of totals	12.2	12.0	7.5	7.1	10.2	10.3
Europe (n.e.s.)	6,975	9,266	5,119	5,236	12,094	14,502
Germany	1,573	2,268	1,454	1,610	3,027	3,878
Netherlands	1,283	1,752	1,636	1,942	2,919	3,694
France	1,340	1,762	578	520	1,918	2,282
Italy	305	572	236	202	541	774
Belgium	353	483	120	134	473	617
Switzerland	345	359	114	115	459	474
Denmark	298	357	93	108	391	465
Austria	251	312	202	128	453	440
Norway	240	231	76	79	316	310
Poland	94	106	342	165	436	271
Republic of Ireland	154	156	110	92	264	248
Sweden	195	197	35	17	230	214
Spain	64	188	10	14	74	202
U.S.S.R.	115	193	1	1	116	194
Greece	36	56	30	74	66	130
Czechoslovakia	144	122	8	4	152	126
Other European countries	185	152	74	31	259	183
Per cent of totals	29.5	29.1	28.5	32.6	29.0	30.3
Others	1,979	2,258	250	310	2,229	2,568
Mexico	769	778	5	8	774	786
Japan	291	310	115	90	406	400
South America	313	234	29	37	342	271
Africa (n.e.s.)	112	188	27	24	139	212
West Indies (not British)	75	145	4	13	79	158
Asia (n.e.s.)	102	233	44	123	146	356
Israel	44	121	15	13	59	134
Other countries	273	249	11	2	284	251
Per cent of totals	8.4	7.1	1.4	1.9	5.4	5.4
Totals	23,623	31,802	17,993	16,083	41,616	47,885

n.e.s. — not elsewhere specified.

**STATEMENT 12. Number of Non-Immigrant Visitors Entering Canada Direct from Overseas
Countries, compiled Quarterly, Principal Countries, 1960**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom	1,799	10,850	9,175	4,027	25,851
England	1,504	8,004	7,196	3,290	19,994
Scotland	244	2,171	1,564	591	4,570
Northern Ireland	26	384	233	59	702
Wales	19	250	155	70	494
Lesser British Isles	6	41	27	17	91
Per cent of totals	49.5	57.0	52.5	52.2	54.0
Commonwealth countries (n.e.s.)	360	1,411	2,384	809	4,964
Australia	69	428	689	255	1,441
West Indies Federation	128	324	628	171	1,251
New Zealand	23	203	238	123	587
Bermuda	68	103	283	80	534
India	26	75	146	70	317
Union of South Africa	15	88	107	68	278
Other Commonwealth countries	31	190	293	42	556
Per cent of totals	9.9	7.4	13.6	10.5	10.3
Europe (n.e.s.)	1,175	6,150	4,772	2,405	14,502
Germany	282	1,816	1,170	610	3,878
Netherlands	271	2,134	872	417	3,694
France	199	710	951	422	2,282
Italy	80	223	324	147	774
Belgium	22	251	228	116	617
Switzerland	45	139	187	103	474
Denmark	28	207	137	93	465
Austria	45	146	175	74	440
Norway	42	114	81	73	310
Poland	2	65	85	119	271
Republic of Ireland	12	81	112	43	248
Sweden	30	75	73	36	214
Spain	28	32	106	36	202
U.S.S.R.	43	32	86	33	194
Greece	17	38	44	31	130
Czechoslovakia	13	28	62	23	126
Other European countries	16	59	79	29	183
Per cent of totals	32.3	32.3	27.3	31.1	30.3
Others	303	636	1,148	481	2,568
Mexico	103	198	296	189	786
Japan	76	111	132	81	400
South America	8	78	161	24	271
Africa (n.e.s.)	7	35	133	37	212
West Indies (not British)	27	23	90	18	158
Asia (n.e.s.)	50	68	165	73	356
Israel	21	42	52	19	134
Other countries	11	81	119	40	251
Per cent of totals	8.3	3.3	6.6	6.2	5.4
Totals	3,637	19,047	17,479	7,722	47,885

n.e.s. — not elsewhere specified.

accounting for just over 75 per cent. Next in order of frequency were visitors specifying temporary professional services and members of the clergy, who in 1960 amounted to between 13 and 14 per cent of all overseas travel to Canada. Once again between 4 and 5 per cent of the visitors were students, while about 2 per cent were travelling in transit or as members of ships' crews. Diplomats and members of the Allied Forces amounted to 2 per cent of the non-immigrant visitors in 1960 compared with 2.6 per cent in 1959, while the number of entertainers showed a slight gain at just over 1 per cent. "Other" reasons for visiting Canada were given by between 1 and 2 per cent of the entries or close to 1 per cent more than in 1959.

While purpose of trip continued to show considerable variation according to country of last permanent residence, there was little significant difference between final compilations of data for 1959 and 1960. In 1960, for example, about 80 per cent of the visitors arriving from the United Kingdom area were tourists and visitors, or the same proportion as in 1959. A comparison of countries within the United Kingdom shows that tourists and visitors were most frequently reported among arrivals from Northern Ireland and least encountered among residents of England. Between 14 and 15 per cent of the non-immigrants entering Canada from the United Kingdom in 1960 came for temporary professional services or religious purposes, with the highest proportion originating in England. Entries of students accounted for less than 1 per cent of the United Kingdom visitors in 1960, the same proportion as in 1959. In transit travellers and members of crews constituted approximately 2 per cent of the United Kingdom visitors, diplomats and members of Allied Forces represented between 1 and 2 per cent, and entertainers accounted for about one-half of one per cent. "Other" reasons mentioned by overseas travellers from the United Kingdom also amounted to one-half of one per cent, slightly higher than in 1959.

Arrivals from other Commonwealth countries who came as tourists and visitors were not as frequent, accounting for around 69 out of every 100 visits from these areas. However, a further breakdown reveals that between 90 and 91 per cent of all travellers entering Canada from New Zealand were tourists and visitors as were nearly 87 per cent of those originating in Australia. On the other hand, only about 26 per cent of the non-immigrant entries from India had come for these purposes. The proportion of visitors from other Commonwealth countries who entered Canada to render temporary professional services (including clergymen) amounted to approximately 8 per cent in 1960, considerably lower than the over-all percentage for all countries. Nevertheless, the proportion of persons indicating these purposes varied in frequency from about 5 per cent of the visitors originating in the West Indies Federation to between 19 and 20 per cent of the entries from the Union of South Africa. It was from other Commonwealth countries that the highest proportion of

students originated. In 1960, close to 19 out of every 100 visitors from these countries were classified as students, an increase of about 1 per cent in comparison with 1959. Once again, students were more frequently reported among arrivals from India, representing approximately 53 per cent, although a slightly smaller proportion than in 1959. The frequency with which travellers from other Commonwealth countries indicated remaining purposes of trip was in each case lower than the proportions recorded considering all countries of residence.

Close to 74 per cent of non-immigrant visitors entering Canada from European countries not already specified were tourists and visitors. Once again, the highest proportion in this group (between 87 and 88 per cent) were from the Netherlands. Tourists and visitors were encountered next most frequently among arrivals from the Republic of Ireland and then Poland. In only 14 per cent of the cases were visitors from the U.S.S.R. in Canada for similar reasons. It was from Continental European countries that the highest proportion (15 per cent) of visitors originated who specified their reason for being in Canada as temporary professional service or religious purposes. These reasons represented about 44 per cent of the arrivals from Czechoslovakia, 29 per cent of the visitors from Sweden and 28 per cent from France. Only slightly more than 1 per cent of the non-immigrant entries from Continental Europe were classed as students, significantly below the over-all proportion. On the other hand, residents of this area who travelled to Canada in transit and as members of ships' crews; as diplomats and members of Allied Forces; and finally as entertainers, did not vary greatly from the proportion for the total of all countries. "Other" reasons for visiting Canada accounted for 3 per cent of the non-immigrant arrivals from Continental Europe, the highest ratio for this category of visits according to area of last permanent residence.

An analysis of purpose of trip indicated by residents of remaining countries which are grouped under the heading "Other" reveals that over 61 per cent come to Canada as tourists and visitors. These purposes were most frequently recorded by visitors from Israel, amounting to 79 in every 100 entries from that country. Temporary professional services and religious reasons accounted for 11 per cent of the non-immigrants arriving from countries grouped under the heading "Others". Moreover, these same purposes were listed by over 37 per cent of all Japanese visitors. Entries from countries grouped under this residual heading comprised a fairly large proportion of students (between 18 and 19 per cent) who, in most cases, originated in Asian or the non-British West Indies areas. There was also a high rate of entertainers among entries from "Other" countries, with one in every five arrivals. Some 27 per cent of the visitors from Asia were connected with the field of entertainment as were 15 per cent of the travellers from African countries not already mentioned.

**STATEMENT 13. Non-Immigrant Visitors Entering Canada from Overseas Countries,
by Purpose of Visit, Principal Countries, 1960**

Country of residence	Tourists and visitors	Temporary profess- ional services and clergymen	Students	In transit and members of crews	Diplomats and members of Allied Forces	Enter- tainers	Other
				per cent			
United Kingdom:							
England	77.01	17.31	0.69	2.22	1.92	0.33	0.52
Scotland	90.12	5.23	0.49	2.50	0.34	0.72	0.60
Northern Ireland	94.97	3.22	—	0.65	1.03	—	0.13
Wales	85.02	5.64	1.17	1.75	1.17	3.89	1.36
Lesser British Isles	84.05	9.57	1.06	3.19	2.13	—	—
Totals	79.98	14.55	0.65	2.22	1.60	0.46	0.54
Commonwealth countries (n.e.s.):							
Australia	86.82	9.76	0.76	1.01	1.65	—	—
West Indies Federation	62.56	5.14	27.98	3.04	0.41	0.17	0.70
New Zealand	90.41	8.79	0.32	0.32	0.16	—	—
Bermuda	70.65	4.64	20.89	0.33	0.33	0.17	2.99
India	26.29	10.33	53.29	—	9.86	0.23	—
Union of South Africa	74.32	19.64	2.42	0.30	2.42	0.90	—
Other Commonwealth countries	58.80	6.52	28.52	0.51	2.20	0.22	3.23
Totals	69.17	7.88	18.72	1.20	1.75	0.17	1.11
Europe (n.e.s.):							
Germany	77.89	13.14	0.84	3.28	1.54	0.82	2.49
Netherlands	87.49	8.04	0.28	0.44	1.30	0.07	2.38
France	62.91	28.27	1.72	0.76	2.09	3.57	0.68
Italy	64.92	17.35	1.65	3.40	1.47	2.30	8.91
Belgium	67.44	26.63	1.30	0.29	2.75	0.29	1.30
Switzerland	66.49	25.00	1.85	1.11	2.96	2.22	0.37
Denmark	79.67	5.93	0.59	8.46	3.71	1.19	0.45
Austria	77.90	6.20	1.94	—	0.39	0.39	13.18
Norway	49.50	16.42	0.50	28.36	5.22	—	—
Poland	80.27	2.91	0.45	0.90	5.16	0.45	9.86
Republic of Ireland	84.58	7.52	—	5.64	1.88	0.38	—
Sweden	62.42	28.88	0.93	3.42	2.80	0.93	0.62
Spain	42.74	17.34	5.64	0.81	6.05	27.42	—
U.S.S.R.	14.29	14.79	1.53	2.55	39.80	26.02	1.02
Greece	58.77	9.21	8.33	11.84	1.76	—	10.09
Czechoslovakia	30.08	44.36	0.75	1.50	21.81	—	1.50
Other European countries	76.91	10.64	3.21	1.21	3.21	0.20	4.62
Totals	73.97	14.94	1.16	2.70	2.60	1.74	2.89
Others:							
Mexico	68.52	8.04	20.65	0.45	0.22	1.90	0.22
Japan	41.08	37.33	11.07	1.69	5.07	2.63	1.13
South America	71.15	7.74	15.91	0.42	1.17	2.44	1.17
Africa (n.e.s.)	59.85	3.65	14.23	0.37	6.57	14.96	0.37
West Indies (not British)	64.95	6.18	21.30	3.78	2.41	0.69	0.69
Asia (n.e.s.)	38.97	4.41	25.73	—	1.96	27.21	1.72
Israel	79.03	14.51	3.23	—	0.97	—	2.26
Other countries	58.25	6.47	29.13	0.32	5.18	0.16	0.49
Totals	61.34	11.11	18.49	0.73	2.53	4.89	0.91
Grand totals	75.35	13.61	4.36	2.13	2.00	1.17	1.38

n.e.s. — not elsewhere specified.

**STATEMENT 14. Non-Immigrant Visitors Entering Canada from Overseas Countries,
by Purpose of Visit, Principal Areas, 1960**

Area of residence	Tourists and visitors	Temporary profession- al services and clergymen	Students	In transit and members of crews	Diplomats and members of Allied Forces	Enter- tainers	Other
	per cent						
United Kingdom	51.72	52.11	7.26	38.92	50.63	19.04	19.03
Other Commonwealth countries ..	11.02	6.95	51.55	10.45	6.79	1.70	9.71
Other Europe	30.97	34.63	8.42	40.90	39.95	46.91	66.14
Others	6.29	6.31	32.77	9.73	2.63	32.35	5.12
Totals	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Additional information on non-immigrant visitors entering Canada from overseas countries, by purpose of visit and area of residence, is presented in Statement 14. Here again, with a few exceptions, results from compilations of data in 1960 show little variation from similar compilations in 1959. Of all entries from overseas classified as tourists and visitors, indications were that almost 52 per cent had come from the United Kingdom, 31 per cent from Continental European countries, 11 per cent from other Commonwealth countries, and slightly more than 6 per cent from other areas. It was also from the United Kingdom that 52 per cent of all those entering Canada for temporary professional and religious purposes originated. Between 34 and 35 per cent of the visitors who specified these purposes were from other European countries, 7 per cent from other Commonwealth countries, and 6 per cent from remaining areas. Between 51 and 52 per cent of the total number of students arriving in Canada during 1960 from overseas had come from other Commonwealth countries, almost 33 per cent originated in "Other" countries, between 8 and 9 per cent gave Continental European countries of residence, and 7 per cent were from the United Kingdom. Almost 41 out of every 100 who entered in transit or as crew members were from Continental European countries, 39 per cent were from the United Kingdom, between 10 and 11 per cent from other Commonwealth countries, and 10 per cent from "Other" areas. A few significant changes from 1959 data were recorded, however, in the group of visitors classified as diplomats and members of the Allied Forces. In 1960 the majority (between 50 and 51

per cent) of these visitors arrived from United Kingdom countries whereas in 1959 the largest proportion (41 per cent) were from Continental Europe. At the same time, the percentage of diplomats and members of the Allied Forces originating in "Other" countries fell from almost 11 per cent in 1959 to between 2 and 3 per cent in 1960. Similarly, the proportion of these visitors who came to Canada from other Commonwealth countries dropped slightly from about 8 per cent to 7 per cent. The group of non-immigrant visitors termed entertainers also displayed a certain amount of variation from comparable 1959 data, although there was no interruption in the order of importance for each area of residence. Entertainers from Continental European countries continued to be in the majority, accounting for nearly 47 per cent of all visits in this category. "Other" countries were quoted as residence by between 32 and 33 per cent of the entertainers in 1960 compared with between 26 and 27 per cent in 1959. The proportion of entertainers arriving from the United Kingdom also advanced moderately to about 19 per cent, while, on the other hand, entertainers from other Commonwealth countries comprised less of the total than they did in 1959. An analysis of the area of residence as specified by persons indicating "Other" reasons for travel to Canada shows that 66 per cent came from countries in Continental Europe, 19 per cent originated in the United Kingdom, about 10 per cent were residents of other Commonwealth countries, and approximately 5 per cent were from other areas not already specified. Variations from 1959 data were evident in this category as well.

Canadian Travellers Overseas (Returning Direct)

Volume and Expenditures

Canadian travellers returning direct from trips overseas in 1960 numbered 188,600, a new record high. This was an increase of 31,800 or 20 per cent over the year previous. The rate of gain itself was just slightly greater than that experienced in 1959.

Expenditures of Canadian overseas travellers returning direct to Canada also rose to an all-time high of \$140 million. The increase over 1959 amounted to \$17 million or 14 per cent which, on the other hand, was a lower rate of increase than the 19 per cent gain recorded in 1959. It should be noted, however, that expenditures of Canadians travelling

to Hawaii are excluded from the 1960 total. A breakdown of expenditures in overseas countries by Canadians returning direct shows that the United Kingdom received \$64 million, an increase of \$10 million or between 18 and 19 per cent in comparison with 1959 data. At the same time, close to \$57 million was spent on travel to Continental Europe in 1960, an expansion of \$8 million or about 16 per cent higher than in the previous year. Expenditures of Canadians travelling to other British countries remained at around \$9 million in 1960 while the amount spent on travel to countries not already specified advanced slightly to \$10.5 million.

Transportation charges paid to foreign carriers other than the United States are included in the estimates of Canadian travel expenditures abroad. Payments to United States carriers are debited to the travel account with that country. Fares paid Canadian transportation companies do not represent a movement of money outside the country and are, therefore, not included in expenditures of Canadians

travelling overseas. In 1960, payments to foreign carriers for transportation to and from North America accounted for 32 per cent of all overseas expenditures by Canadians returning direct. Furthermore, Canadian transportation facilities received 44 per cent of all transportation payments to both foreign and domestic carriers. Similar data for 1960 released by the Department of Commerce would indicate that, for the first time since 1950, foreign carriers received slightly over one-half of the overseas transportation fares paid by residents of the United States.

The mail questionnaire survey of selected groups of Canadian travellers returning direct from overseas countries in 1960 has once more supplied additional data on type of transportation, destination, points of departure and re-entry, purpose of visit, etc. Since its inception, this survey has provided reasonably consistent information and gradual extensions of coverage have been useful in obtaining more valuable data on Canadian overseas travel.

**STATEMENT 15. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, 1956-60**

Port of re-entry	1956	1957	1958	1959	1960
Gander, Nfld.	1,925	3,254	2,665	3,578	4,471
Greenwood, N.S.	—	—	—	—	1,298
Halifax, N.S. (Aeroplane)	1	1	1	1	1,588 ²
Sydney, N.S. (Aeroplane)	—	—	—	—	656
Dorval, Que.	33,415	37,927	49,383	64,938	77,965
Malton, Ont.	13,592	15,962	21,067	23,765	36,673
Edmonton, Alta.	—	—	—	1,462	2,705
Vancouver, B.C. (Aeroplane)	7,472	9,369	9,897	12,905	17,040
St. John's, Nfld.	720	710	573	537	430
Halifax, N.S. (Vessel)	5,892 ³	7,557 ³	4,138 ³	4,055 ³	4,502 ³
St. John, N.B.	1,089	1,373	1,281	940	399
Quebec, Que.	37,182	38,877	38,453	39,704	34,601
Vancouver, B.C. (Vessel)	1,182	1,332	1,258	1,493	1,512
Other ports (Aeroplane and vessel)	3,625	3,541	3,404	3,428	4,726
Totals, all ports	106,094	119,902	132,119	156,805	188,566

¹ Included under Halifax (vessel).

² August-December inclusive.

³ Includes re-entries by aeroplane prior to August, 1960.

⁴ Many returning residents cleared at Quebec disembark at Montreal.

Type of Transportation

Air lines in 1960 received 74 per cent of all overseas transportation costs paid by Canadian travellers returning direct to Canada. This was an increase of 7 per cent over the comparable proportion in 1959 and, moreover, was almost three times as large a share as that received by boat in 1960. The predominance of travel by air is once more evidenced by an analysis of Statement 15. All principal airports registered a higher number of residents returning direct in 1960 while, on the other hand, some seaports showed decreases. In 1960,

re-entries direct through the principal Canadian airports accounted for 75 per cent of all direct re-entries. However, due to the inclusion of certain airports which did not receive sufficient traffic to merit their being listed previously, the proportion of re-entries by air in 1960 is not strictly comparable with that of 1959 and earlier years. Canadians returning direct by vessel at Canadian seaports in 1960 constituted 22 per cent of all direct re-entries, a drop of 8 per cent from the 1959 proportion. Other ports (both aeroplane and vessel) not already specified in the statement accounted for between 2 and 3 per cent of the direct re-entries in 1960.

In 1960, Canadians re-entering Canada direct by aeroplane at principal airports numbered 142,400. As mentioned previously, all major airports reported a greater volume of direct re-entries than in the year before. The airport at Dorval, Quebec, experienced the largest absolute gain in volume with an increase of 13,000 re-entries or 20 per cent, while the airport at Edmonton, Alberta, recorded the greatest rate of gain on a percentage basis in comparison with the previous year. At the same time, a substantial expansion of 12,900 persons or about 54 per cent was noted in the number of Canadians who landed at Malton airport on their return trip direct

from overseas countries. Canadians returning directly to Canada by vessel in 1960 numbered 41,400, a decrease of 5,300 or between 11 and 12 per cent below the number re-entering by this means in 1959. Most of the decrease was attributable to Quebec, where 5,100 or 13 per cent fewer re-entries were reported, while, at the same time, direct re-entries at the port of St. John, New Brunswick, fell to less than one-half the 1959 volume. All other re-entries direct from overseas in 1960 through ports not listed amounted to 4,700, an increase over 1959 of 1,300 or 38 per cent, in spite of the fact that the 1960 figure represents fewer ports than in former years.

**STATEMENT 16. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, compiled Quarterly, 1960**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	533	711	1,645	1,582	4,471
Greenwood, N.S.	240	268	199	591	1,298
Halifax, N.S. (Aeroplane)	—	—	843	745	1,588
Sydney, N.S. (Aeroplane)	2	138	439	77	656
Dorval, Que.	13,613	15,616	29,940	18,796	77,965
Malton, Ont.	8,215	7,576	14,869	6,013	36,673
Edmonton, Alta.	508	475	1,077	645	2,705
Vancouver, B.C. (Aeroplane)	5,584	4,093	3,681	3,682	17,040
St. John's, Nfld.	36	123	175	96	430
Halifax, N.S. (Vessel)	2,173 ¹	721 ¹	294 ²	1,314	4,502
St. John, N.B.	397	1	—	1	399
Quebec, ³ Que.	9	8,800	16,465	9,327	34,601
Vancouver, B.C. (Vessel)	367	427	425	293	1,512
Other ports (Aeroplane and vessel)	231	1,098	2,790	607	4,726
Totals, all ports	31,908	40,047	72,842	43,769	188,566

¹ Includes re-entries by aeroplane.

² Includes re-entries by aeroplane in July, 1960.

³ Many returning residents cleared at Quebec disembark at Montreal.

Residents of Canada returning direct from overseas by port of re-entry on a quarterly basis are shown in Statement 16. Re-entries in each of the quarters of 1960 were greater than in corresponding periods of 1959. As could be expected, re-entries were most numerous in the third quarter, which accounted for 37 per cent of the direct re-entries by air and 42 per cent of the Canadians returning directly by vessel. Direct re-entries by aeroplane in the first and second quarters were almost equal, while, on the other hand, over three times as many Canadians returned direct by vessel in the second quarter as in the first. Decreased traffic at the ports of Quebec and Montreal during the winter months is responsible for the low volume of re-entries by vessel recorded during the first half of the year, although traffic at the Atlantic seaports of Halifax and St. John, New Brunswick, is then at its peak. Quarterly trends are not so pronounced with regard to Canadians returning directly by plane as airports are not affected to the same degree as seaports by seasonal conditions. Generally much the same quar-

terly pattern was displayed in the number of Canadians returning direct from overseas by plane in 1960, with the exception of re-entries through Malton airport. In 1960, Canadians returning direct at Malton airport during the third quarter were more numerous than at any other period of the year, whereas in 1959 traffic at this port reached its peak during the first quarter.

Destination

Canadians responding to the overseas questionnaire in 1960 were asked to specify their destination. This information was once again arranged on the basis of the area rather than the country visited, as many respondents, particularly those reporting on trips to Europe, indicated several countries visited on one trip abroad. A frequency distribution of destination based on questionnaire data returned by Canadian overseas travellers re-entering direct in 1960 shows (exclusive of Hawaii) the following percentage breakdown: United Kingdom alone with

between 29 and 30 per cent; United Kingdom and other Europe 29 per cent; Other European countries 19 per cent; West Indies Federation 4 per cent; Mexico 4 per cent; Bermuda 3 per cent; other British not specified 3 per cent; Central America and the non-British West Indies 1 per cent; South America one-half per cent; Australia and New Zealand one-half per cent; countries not included above one-half per cent; and combined destinations between 4 and 5 per cent. While the total number of visits to the United Kingdom accounted for 59 per cent of all the destinations recorded by overseas travellers in 1960, it must be noted that this figure includes that proportion of respondents who combined trips to Continental Europe as well. However, the percentages used in the following text on travel to the United Kingdom will be exclusive of Canadians included in the latter category.

In 1960, a slightly higher proportion of Canadian travellers returning direct from overseas had been to the United Kingdom in comparison with 1959, while a moderately lower proportion had travelled to Continental Europe as well. Travellers who confined their destinations to countries within Continental Europe in 1960 accounted for between 3 and 4 per cent more of the re-entries direct from overseas than in 1959. However, trips to the West Indies Federation, Bermuda, Australia and New Zealand all accounted for a lower percentage of Canadians returning direct in 1960. The proportion travelling to the West Indies Federation and Bermuda fell about 2 per cent in each case, while the percentage decrease in the number who visited Australia and New Zealand was almost negligible. Visitors to other British countries returning direct in 1960 were 2 per cent greater than in the previous year, and the proportion of Canadian overseas travel returning direct from trips to Mexico increased by 1 per cent. Central America and the non-British West Indies, South America, other countries not already mentioned, and combined destinations in several areas were frequented by approximately the same percentages as in 1959.

As in 1959, a further analysis of destination on a quarterly basis was undertaken in 1960. Once again, a seasonal effect was noted in the proportion of Canadians travelling to particular countries overseas. Travel to the United Kingdom, with the exception of the third quarter, experienced gains over 1959, accounting for 22 per cent of the respondents in the first quarter, 25 per cent in the second, 32 per cent in the third and 36 per cent in the fourth. The proportion of travellers who visited the U.K. as well as Continental Europe amounted to 17 per cent in the first, 27 per cent in the second, 34 per cent in the third, and 33 per cent in the final period of the year. Destinations within Continental Europe were specified by 21 out of every 100 respondents returning direct in the third quarter, about 19 per cent in each of the first and fourth quarters, and 15 per cent in the second. Trips to destinations in more southerly regions were most popular during the first quarter which is a popular winter vacation

period. For example, from January to March 1960, 10 per cent of all Canadian travellers returning direct from overseas countries had been to the West Indies Federation, nearly 8 per cent had been to Mexico, 5 per cent to Bermuda and 2 per cent to Central America and the non-British West Indies.

An examination of Canadian travellers returning direct according to the principal port of re-entry also reveals some interesting variations on the area visited. A higher proportion of direct re-entries through the airports at Gander, Newfoundland, and Dorval, Quebec, were returning from visits to European countries than were re-entries through other main airports in Canada. The United Kingdom had been visited by just over 45 per cent of the re-entries via Gander and 31 per cent of those returning at Dorval. At the same time, about 43 per cent and 30 per cent of the respondents at these two ports, respectively, included trips to Continental Europe as well as the U.K. The percentage of persons re-entering Canada direct at Gander and Dorval, who had limited their travel to one or more countries within Continental Europe, amounted to 10 per cent in the case of the former port and 25 per cent for the latter.

An analysis of destination reported by re-entries via Malton airport, Ontario, reveals a lower proportion of European travel than re-entries through Gander and Dorval, and a higher proportion of travel to more southerly destinations. About 23 in every 100 respondents returning at Malton had visited the United Kingdom, while 16 per cent had travelled to Continental Europe as well. Only 12 per cent of the re-entries via this port limited their overseas travel to Continental European countries alone. On the other hand, between 11 and 12 per cent had visited Mexico, 15 per cent the West Indies Federation and 8 per cent Bermuda.

Destinations reported by respondents re-entering Canada direct from overseas at Edmonton, Alberta, were mainly in Continental Europe, accounting for 44 per cent, while 32 per cent had visited both the United Kingdom and other European countries. Countries in the United Kingdom were specified by 21 per cent of the re-entries at this port. An analysis of destination reported by respondents returning direct at Vancouver airport shows that trips to the United Kingdom amounted to between 10 and 11 per cent of the re-entries, while 12 per cent had gone to other Europe as well. The proportion indicating only destinations in Continental Europe amounted to between 16 and 17 per cent. Generally, a slightly higher proportion of travel to non-European destinations was recorded at this airport than at others across Canada, with 16 per cent returning from Mexico, 12 per cent from combined destinations in several countries, and almost 5 per cent from trips to Australia and New Zealand.

Of all respondents re-entering Canada direct by boat at the Atlantic and St. Lawrence River ports in 1960, indications were that approximately 37 per

cent had been to the United Kingdom, 43 per cent had combined trips to the United Kingdom and other European areas, while 15 per cent had returned from destinations in Continental Europe only. At the same time, of the direct re-entries by vessel at Vancouver some 10 per cent had been to Australia and New Zealand, 12 per cent to other British areas exclusive of the United Kingdom while 35 per cent reported combined destinations in more than one area.

Length of Stay

A further examination of overseas questionnaires returned by residents of Canada who had re-entered direct revealed that the average length of stay abroad varied with the country visited and the type of transportation used to arrive there. In 1960, respondents returning direct from visits to the United Kingdom had remained about 50 days on the average in comparison with 52 days the year before. Canadians making the return trip by plane averaged 37 days in the United Kingdom, approximately 1 day less than in 1959, while boat travellers, who averaged 76 days, remained some 5 days longer.

Respondents returning direct from overseas in 1960 who reported on combined trips to the United Kingdom and other Europe averaged a 71 days stay, some 3 days longer than in 1959. Of this time, nearly 37 days were spent in the United Kingdom and the balance in Continental Europe. At the same time, there was an increase in the variation between the lengths of stay recorded by ship and plane travellers in 1960 compared to 1959. The former group averaged 106 days while in comparison plane travellers remained an average of only 50 days. Comparable 1959 averages showed boat travellers with 93 days and plane travellers with 47 days. A breakdown of the average length of stay for respondents returning by boat in 1960 shows 57 days in the United Kingdom and 49 days in other European countries. A similar breakdown for plane travellers reveals an average of 24 days in the former and 26 days in the latter region.

Canadians re-entering direct from travel to countries in Continental Europe averaged a visit lasting 57 days in 1960. The average length of stay for plane travellers increased by 2 days to 48 days and the average for boat travellers increased almost 5 days to 91 days.

Considerable variation was once again noted in the average lengths of stay recorded by respondents returning direct from other Commonwealth areas in 1960. It should be added that most of the travel to these regions is by aeroplane. Visits to Bermuda lasted 18 days on the average, or about 4 days longer than in 1959, while trips to the West Indies Federation lasted an average of 22 days or 1 day longer than the comparable 1959 average. Trips to Australia and New Zealand and other Commonwealth countries not already specified proved to be much shorter on the average than in 1959.

Respondents to the overseas questionnaire in 1960 who had returned direct from trips to Mexico remained in that country an average of 19 days, 1 day longer than in the previous year. The average length of stay by persons visiting Central America and the non-British West Indies remained the same—18 days. On the other hand, South American travel lasted 44 days on the average in 1960 compared to 62 days in 1959. The length of stay recorded by respondents returning from visits to areas not already mentioned (exclusive of Hawaii) averaged some 50 days in 1960, while Canadians combining trips to several areas stayed 118 days.

Purpose of Visit

The purpose of visit reported by Canadians returning from overseas countries direct in 1960 was again ascertained from the aggregate of all questionnaires reporting one or more purposes of trip. Those reporting on more than one purpose were weighted and combined with those reporting on one purpose only. The resulting information is presented quarterly, by type of transportation in Statement 17. Indications were that between 48 and 49 per cent of the respondents in 1960 had travelled overseas to visit friends or relatives in comparison with between 42 and 43 per cent during 1959. Recreation was specified by 39 per cent of the respondents or about 4 percentage points less than in 1959. Slight decreases were noted as well in the proportion of travel overseas for purposes of business, formal study and health.

A further analysis of purpose of trip by type of transportation would indicate that of all Canadians returning direct by plane, 48 per cent had been overseas for the purpose of visiting friends or relatives while the comparable figure for boat travel was 50 per cent. Recreation was specified by a higher proportion of boat travellers (41 per cent) than re-entries by plane (38 per cent). However, 11 per cent of the air travellers responding to the questionnaire indicated business trips, in comparison with only 4 per cent of the boat traffic. Formal study and health appeared more frequently as purposes among questionnaires returned by boat rather than air travellers. In comparison with 1959 data, the most significant changes in 1960 were an increase of 8 per cent in the percentage of air travellers specifying visiting friends or relatives and a decrease of 6 per cent in the proportion indicating recreation.

Further information on purpose of trip reported by Canadians returning direct from overseas in 1960 was compiled by destination and presented in Statement 18. A higher proportion of travel to Europe for the purpose of visiting friends or relatives was noticed in 1960 than in 1959. Between 74 and 75 per cent of the respondents returning direct from the United Kingdom had visited friends or relatives, in comparison with between 66 and 67 per cent in 1959. Similarly, the proportion travelling to Continental Europe for the same purpose advanced from 57 per cent to between 69 and 70 per cent. Indications were

**STATEMENT 17. Purpose of Visit reported by Canadians Returning Direct from Overseas
Countries, compiled Quarterly by Type of Transportation, 1960**

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	11.0	0.5	2.9	44.3	41.3
Second quarter	14.9	0.3	3.0	46.6	35.2
Third quarter	8.0	0.7	1.3	34.0	56.0
Fourth quarter	13.8	0.3	0.9	30.6	54.4
Year	11.2	0.5	1.9	38.4	48.0
Vessel:					
First quarter	6.3	4.0	4.2	37.9	47.6
Second quarter	3.7	2.5	3.3	42.1	48.4
Third quarter	2.9	3.1	1.8	43.6	48.6
Fourth quarter	4.3	1.3	3.0	37.8	53.6
Year	3.7	2.5	2.6	41.1	50.1
Aeroplane and vessel:					
First quarter	10.6	0.8	3.0	43.8	41.8
Second quarter	12.3	0.8	3.0	45.6	38.3
Third quarter	6.5	1.4	1.4	36.8	53.9
Fourth quarter	10.2	0.7	1.7	33.3	54.1
Year	9.2	1.0	2.1	39.1	48.6

that 33 per cent of the respondents combining trips to these two areas in 1960 had visited friends or relatives compared to between 29 and 30 per cent in the year before. These respondents, furthermore, specified a greater proportion of trips for business, formal study, and recreation than Canadians visiting each area separately—comparable to the pattern

established in 1959. The main difference, so far as purpose of trip is concerned, between combined and separate trips to the United Kingdom and other European areas is that a much higher ratio (52 per cent) of the former is for recreation, while only 17 per cent of the travel to the United Kingdom and 19 per cent to other Europe is for the same purpose.

**STATEMENT 18. Purpose of Visit reported by Canadians Returning Direct from Overseas
Countries, compiled by Destination, 1960**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
United Kingdom only	9.3	0.1	0.9	14.7	75.0
U.K. and other European countries	15.7	0.8	0.7	46.2	36.6
Other European countries only	9.6	0.7	1.8	17.9	70.0
Other Commonwealth countries	5.5	0.2	4.3	73.5	16.5
All other countries	14.6	0.7	3.9	65.9	14.9
Grand totals	11.2	0.5	1.9	38.4	48.0
Vessel:					
United Kingdom only	2.0	0.4	2.9	20.9	73.8
U.K. and other European countries	4.5	4.1	1.7	62.2	27.5
Other European countries only	4.0	2.4	3.2	22.8	67.6
Other Commonwealth countries	9.1	6.1	3.0	56.1	25.7
All other countries	9.1	3.1	6.7	59.1	22.0
Grand totals	3.7	2.5	2.6	41.1	50.1
Aeroplane and vessel:					
United Kingdom only	6.9	0.2	1.6	16.7	74.6
U.K. and other European countries	11.4	2.1	1.1	52.3	33.1
Other European countries only	8.5	1.1	2.1	18.8	69.5
Other Commonwealth countries	5.6	0.4	4.3	72.9	16.8
All other countries	14.1	0.9	4.2	65.2	15.6
Grand totals	9.2	1.0	2.1	39.1	48.6

An analysis of travel to other Commonwealth areas in 1960 according to purpose of trip shows that 73 in every 100 respondents had listed recreation as their main reason, about 5 more per 100 than in the previous year. On the other hand, the proportion specifying visits to friends or relatives and the number of trips for health declined from 1959. About the same percentage of respondents returning direct from other Commonwealth countries reported business trips in 1960 as in 1959. Destinations not already mentioned are treated collectively under the heading "All other countries" in Statement 18. Included in this category are destinations such as Mexico, Central and South America and the non-British West Indies. While a large part of the travel to such countries is for recreation, the 65 per cent who indicated this purpose in 1960 represented a drop of 5 percentage points from the comparable 1959 figure.

In 1960, between 57 and 58 per cent of the respondents returning direct from overseas indicated

that they had travelled in groups of two or more, about the same percentage as in 1959. The highest proportion of group travel occurred in the second quarter with 60 per cent, while the lowest proportion (53 per cent) took place in the final quarter. Not too much seasonal variation was noticed, however, as the proportion of group travel in the first and third quarters amounted to 59 and 58 per cent, respectively. Group travel did, nevertheless, vary considerably according to purpose of trip. For example, 63 per cent of the direct re-entries in 1960 who travelled for their health were in groups of two or more. Similarly, group travel accounted for 62 per cent of those visiting friends or relatives overseas and 57 per cent of the respondents specifying recreation. On the other hand, persons journeying singly accounted for 64 per cent of the business trips and 62 per cent of the travel for formal study.

Canadian Travellers Overseas (Returning Via the United States)

Canadians returning from overseas travel via the United States in 1960 were estimated to number 52,000, an increase of 6,000 or 13 per cent higher than the 1959 total. Their expenditures, however, which amounted to \$25 million, represented a decrease of \$2 million or approximately 8 per cent from the previous year but are exclusive of expenditures in Hawaii. As in 1959, transportation charges (except those paid to United States and Canadian carriers) accounted for \$8 million of the total. Indications were that the United Kingdom received \$6 million, Continental Europe \$8 million, other British areas \$5 million, and destinations not already specified \$6 million of the overseas travel expenditures by Canadians returning via the United States in 1960.

Destination

From an analysis of returned questionnaires it was indicated that between 4 and 5 per cent of the Canadian overseas travellers re-entering via the United States in 1960 had been to the United Kingdom only; 8 per cent had visited Continental Europe; close to 10 per cent had been to these two areas combined; 8 per cent were returning from Bermuda; 9 per cent had been in the West Indies Federation; one-half per cent went to Australia and New Zealand; 9 per cent had visited other British areas not already mentioned; 18 per cent travelled to Mexico; 10 per cent had gone to Central America and the non-British West Indies; 3 per cent had been in South America; about 15 per cent journeyed to destinations not already mentioned (including Hawaii); and 5 in every 100 had been to a combination of several areas.

In comparing 1960 with 1959 survey results, it is noted that combined trips to the United Kingdom and other Europe experienced the greatest per-

centage decrease, accounting for almost 9 per cent less of the re-entries via the United States. At the same time, the proportion of Canadian re-entries via the United States which had been to the West Indies Federation fell 7 per cent, the percentage visiting the United Kingdom was down 5 per cent, and trips to Bermuda accounted for a proportion nearly 3 per cent lower than in 1959. On the other hand, the proportion of Canadian travel to British areas other than Australia, New Zealand and those already mentioned advanced 9 per cent. Similarly, the percentage of indirect re-entries which had been to Mexico gained 5 per cent over the 1959 proportion.

As in previous surveys of Canadians returning from overseas via the United States, patterns established were seen to vary considerably from comparable data obtained through an analysis of direct re-entries. One obvious difference lies in the greater proportion of visits to non-European countries more readily accessible through the United States. For example, on a percentage basis only, the proportion of respondents returning via the United States who had been to Mexico was 14 per cent higher. Similarly, larger proportions of re-entries via the United States indicated trips to Bermuda, the West Indies Federation, Central America and the non-British West Indies, and South America than did comparable proportions of direct re-entries. However, respondents returning direct recorded a much higher frequency of destinations in European areas than did re-entries via the United States. The United Kingdom area accounted for between 4 and 5 per cent of the indirect, yet between 29 and 30 per cent of the direct re-entries. Moreover, Continental European countries accounted for only 8 per cent of the destinations recorded by re-entries via the United States but 19 per cent of

the direct. Finally, combined trips to both these areas were indicated by between 9 and 10 per cent of the indirect but 29 per cent of the direct re-entries.

On a quarterly basis, the most popular destination among re-entries via the United States during the first three months of 1960 was Mexico, representing 26 per cent of the visits in comparison with only 20 per cent the year before. Central America and the non-British West Indies with 15 per cent was second in importance while the West Indies Federation with 14 per cent ranked third during the first quarter of 1960. The most frequent destination reported during the second quarter of 1960 again was Mexico, accounting for 15 per cent of the re-entries via the United States. Destinations in Continental Europe were next in order of importance during the second quarter of 1960, appearing in 11 per cent of the cases while the West Indies Federation accounted for 8 per cent. Although the popularity of European travel increased considerably during the third quarter, with between 18 and 19 per cent of the respondents via the United States indicating combined trips to the United Kingdom and Continental Europe, the proportion represented a decrease from the year before. Bermuda ranked second in the third quarter of 1960, indicated by 14 per cent of the indirect re-entries compared with 10 per cent in the same period of 1959. Between 12 and 13 per cent of the respondents returning via the United States listed destinations in Mexico, in comparison with 9 per cent during the third quarter of 1960. Once again, the trend in the final quarter of the year was towards more southerly destinations, although 12 per cent of the respondents indicated combined trips to the United Kingdom and other European areas. During this period, some 11 in every 100 destinations specified were in Mexico, about 2 per cent less than the comparable 1959 percentage. About 10 per cent of the travel in the fourth quarter was to areas classified as "other British not specified", while 8 per cent had travelled to Bermuda.

Length of Stay

The average length of stay abroad per Canadian resident returning via the United States in 1960 amounted to 35.2 days of which 7.1 days were spent in the United States. This was an over-all average of 10.7 days less than in 1959 and was largely a result of shorter stays at destination rather than en route. Average stay at destination amounted to 28.1 days in 1960, a decrease of 9.5 days from 1959, while average in the United States was only 1.2 days less.

Respondents returning from visits to the United Kingdom via the United States in 1960 spent an average of 30.9 days at destination and 2.4 days en route in the United States, an over-all average of 13.1 days less than in 1959. The time spent in the United Kingdom was, by the way, 18.8 days shorter than the average for direct re-entries. An examination of length of stay by Canadians returning from

combined trips to the United Kingdom and other Europe revealed an average of 62.1 days at destinations and 4.7 days en route in the United States, a total period 6.6 days less than in the year previous. The average number of days spent at destination in these two regions was also 9.1 days less than the average for direct re-entries visiting the same areas. Travel time involved on trips to Continental Europe alone amounted to 58.2 days, of which 3.4 days were spent in the United States. This was an average of 3.2 days less than in 1959 and was solely a result of shorter en route travel as time spent at destination remained the same. In addition, the average length of stay exclusive of en route travel was only 1.9 days less than the average for the direct re-entries.

Travel to Bermuda on the average lasted 15 days and comprised 11.1 days in Bermuda and 3.9 days in the United States. Although this marked a slight increase over the 1959 average it was about 3 days less than the average recorded by Canadians returning direct. Canadians returning from the Federation of West Indies via the United States spent an average of 8.5 days in the United States and 17.1 days at destination. Total travel time involved 25.6 days on the average which was 1.8 days longer than in 1959. Moreover, the average number of days spent in the Federation of West Indies by Canadians re-entering via the United States was 4.7 days less than the average for direct re-entries. An analysis of length of stay by Canadians travelling to Mexico via the United States shows that an average of 18.2 days was spent at destination and 12.1 days in the United States, a slight increase and decrease, respectively, over corresponding 1959 averages. The over-all average was, however, 1.8 days shorter than in 1959 and the average stay at destination was slightly less than that averaged by the direct re-entries. The average trip to Central America and the non-British West Indies lasted 24.6 days in 1960, an increase of 2.7 days over 1959. Most of the increase was a result of a 3.5 day increase in the average time spent at destination which, however, was 2.5 days less on the average than the comparable direct figure. Trips to Australia and New Zealand via the United States in 1960 lasted an average of 57 days, comprising 48.5 days at destination and 8.5 days en route. In comparison with comparable 1959 averages, the time spent en route was 4.4 days longer, while the time spent at destination was an average of 9.1 days less. However, Canadians returning via the United States averaged 7.1 days longer in Australia and New Zealand than their counterparts returning direct.

Purpose of Visit

In order to establish a proper breakdown of travel according to purpose of trip, a weighting procedure similar to the one outlined for direct re-entries was applied to questionnaires returned by Canadians re-entering the country via the United States. It was once again noted that purposes

varied considerably when comparisons of the two categories were undertaken. For example, 66 per cent of the re-entries from overseas via the United States travelled for recreation in comparison with 39 per cent of the direct. Visiting friends or relatives accounted for between 19 and 20 per cent of the via United States travel and between 48 and 49 per cent of the direct. Between 4 and 5 per cent of the re-entries via the United States had been abroad for reasons of health, about twice as high a

proportion as in the direct category. There was not as much variation in the purposes of business and formal study, however, which in 1960 represented about 9 per cent and one-half per cent, respectively, of all the reasons indicated by Canadians returning via the United States. "Other" reasons for travel, many of which were shopping, accounted for almost 1 per cent, although it is possible that much of the shopping occurred en route in the United States and not overseas.

**STATEMENT 19. Purpose of Visit reported by Canadians Returning from Overseas Countries
via the United States, compiled by Destination, 1960**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
United Kingdom only	11.8	—	—	22.6	65.6	—
U.K. and other European countries	12.2	0.7	1.7	53.8	30.6	1.0
Other European countries only	2.7	1.2	2.9	33.9	59.3	—
Other Commonwealth countries	7.5	0.3	5.0	77.1	9.2	0.9
All other countries	9.2	0.7	5.4	71.7	12.3	0.7
Grand totals	8.7	0.6	4.5	66.1	19.4	0.7

In comparison with 1959 data, the most significant change which occurred in purpose of trip was an increase of between 10 and 11 percentage points in the number of indirect re-entries specifying recreation. All other purposes, with the exception of a slight increase in formal study, experienced decreases. Visiting friends or relatives overseas was indicated by nearly 7 per cent fewer of the respondents returning via the United States, while business trips and "other" reasons for travel experienced decreases of about 2 per cent in each case. Travel overseas via the United States for health purposes realized the slightest decrease in comparison with 1959.

Purpose of trip reported by Canadians returning from overseas via the United States in 1960 is compiled by destination in Statement 19. Of all Canadians visiting the United Kingdom area and returning to Canada via the United States, indications were that between 65 and 66 per cent had travelled overseas to visit friends or relatives. Persons travelling to the United Kingdom for recreation represented between 22 and 23 per cent of the total, while business trips accounted for about 12 per cent. Of the re-entries via the United States who combined trips to the United Kingdom and Continental Europe in 1960, close to 54 per cent, or the same proportion as in 1959, had travelled overseas for recreation, while between 30 and 31 per cent went to visit friends or relatives and 9 per cent were on business. An analysis of trips to Continental Europe only by Canadians returning via

the United States in 1960 reveals a slightly different trend. About 59 per cent of the travel in this classification was for the purpose of visiting friends or relatives overseas, while only 34 per cent was undertaken for recreational activity, both increases over 1959 data.

Travel via the United States to countries considered as "other Commonwealth" (mainly Bermuda and the Federation of West Indies) was, in 77 per cent of the cases, for recreation. This marked an increase of 9 per cent over the comparable 1959 proportion. On the other hand, visiting friends or relatives in this region during 1960 was reported by 9 in every 100 re-entries as opposed to 14 per 100 the year previous. In comparison with 1959, the proportion of Canadian re-entries via the United States who had travelled to "other Commonwealth countries" for health purposes was nearly 3 per cent lower.

In 1960, travel to remaining areas such as Mexico, Central and South America, and the non-British West Indies via the United States was predominantly for recreation, accounting for 72 per cent of the visits or between 3 and 4 per cent higher a proportion than in the preceding year. Visiting friends or relatives was the next most popular reason, representing just over 12 per cent of the travel while business trips made up 9 per cent of the total travel to this region in 1960 and health accounted for between 5 and 6 per cent.

**STATEMENT 20. Purpose of Visit reported by Canadians Returning from Overseas Countries
via the United States, compiled Quarterly, 1960**

	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter	7.5	0.6	5.0	69.5	16.9	0.5
Second quarter	9.3	1.0	8.4	63.2	17.1	1.0
Third quarter	7.3	0.6	1.0	61.6	28.9	0.6
Fourth quarter	12.2	—	2.0	69.6	15.4	0.8
Year	8.7	0.6	4.5	66.1	19.4	0.7

Purpose of trip data on a quarterly basis are presented in Statement 20. The most popular reason for travel throughout the year was recreation, accounting for between 69 and 70 per cent of the trips in both the first and fourth quarters, 63 per cent in the second and between 61 and 62 per cent during the third quarter. These proportions were, in addition, increases over comparable 1959 data, with the greatest gain occurring in the second quarter. Visiting friends or relatives, on the other hand, was specified by a lower proportion of respondents returning via the United States in each of the quarters of 1960. This purpose accounted for almost 29 per cent of the travel in the third quarter, 17 per cent in the first and second quarters and 15 per cent in the final quarter of the year. Re-entries via the United States who indicated business trips overseas in 1960 reached a peak in the fourth quarter, during which time just over 12 per cent specified such a reason while in the second quarter business accounted for about 9 per cent of the travel in that period. Health was specified more frequently during the first and second quarters of 1960 than at any other period, at which time 5 per cent and 8 per cent, respectively, indicated this reason.

There was a greater proportion of group travel overseas via the United States in 1960 with nearly 65 per cent of the respondents travelling in groups of two or more compared with about 59 per cent in the year prior. Moreover, the proportion of group travel remained at over 60 per cent in each of the quarters, with the highest percentage (between 68 and 69 per cent) occurring in the first. Frequency of group travel showed variation according to the purpose of trip, also by area of destination.

A breakdown of type of transportation used to re-enter Canada by respondents returning from overseas via the United States shows that the majority, between 56 and 57 per cent, re-entered by plane. The next most popular means of re-entry was the automobile which accounted for between 24 and 25 per cent. Re-entries by train amounted to 13 per cent, bus 4 per cent, and boat between 1 and 2 per cent of the total. In comparison with 1959, indications were that the proportion of re-entries via the United States by plane was greater, a smaller percentage made the return trip by train and boat, and automobile and bus proportions remained approximately the same.

Quarterly Distribution of Receipts and Payments for International Travel

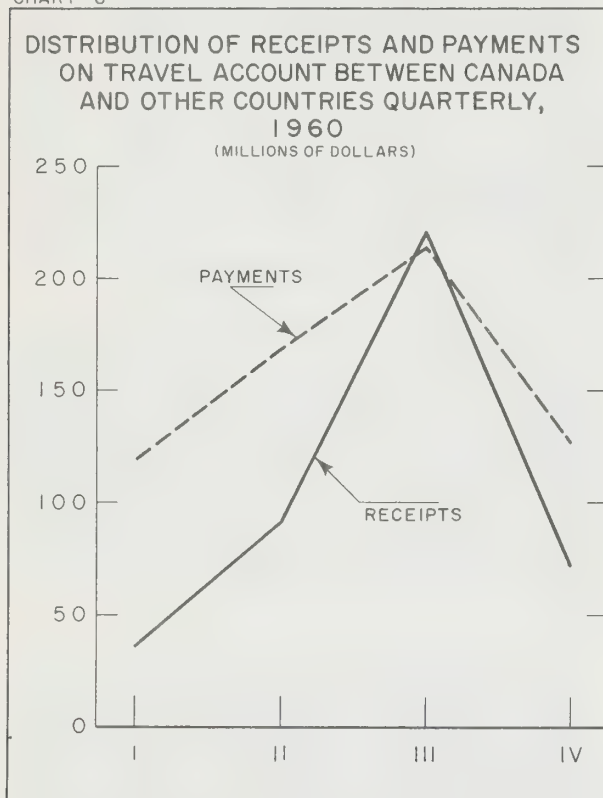
Estimates of the balance of payments on travel account between Canada and other countries compiled quarterly for the ten years 1951-60 inclusive, are presented in Table 2. Generally, the quarterly breakdown displays much the same seasonal pattern throughout this duration. Both receipts and payments reached their maximum in the third quarter and their minimum in the first quarter of 1960, reflecting the variation in popularity between the summer and winter seasons as periods in which to travel. As mentioned in earlier editions of this report, one of the significant developments during recent years was the change from a credit to a debit balance in the third quarter which first appeared in 1958. How-

ever, in 1960 this situation has been reversed, with the third quarter once again showing a credit balance.

There was little difference in the pattern of receipts, with the majority (53 per cent) appearing in the third quarter and the lowest proportion (between 8 and 9 per cent) occurring in the first. The greatest absolute gain took place in the fourth quarter where receipts advanced \$11 million, representing 38 per cent of the over-all increase in receipts. Considered as a proportion of the total, receipts in the third quarter experienced the most significant change in comparison with 1959, as

they fell by 1.6 percentage points. At the same time, the percentage of receipts in the second quarter was down slightly. A similar comparison shows increases of 1.5 percentage points in the fourth quarter and less than 1 percentage point in the first.

CHART-6



Payments, in addition to being more evenly distributed than receipts throughout the four quarters, assumed the same general seasonal pattern in 1960 as in 1959 and earlier years. Expenditures by Canadians travelling outside the country were greatest in the third quarter, representing 34 per cent of all payments. On the other hand, disbursements were lowest in the first quarter, accounting for only 19 per cent of the total. Almost 27 per cent of all expenditures occurred in the second quarter, as compared with 24 per cent in the same quarter of 1959. No doubt some of this increase was a result of the fact that, in 1960, as contrasted with 1959, Easter week-end travellers were recorded in the second rather than the first quarter.

Several interesting comparisons may be drawn from an analysis of Canada's balance of international travel payments on a quarterly basis for 1960 and earlier years. For example, a summary of the four quarters would indicate that there was no advance in the deficit which remained at \$207 million or the same level as in 1959. This marks the first time since 1953 that Canada's imbalance of international payments on travel account has failed to record an increase. Contributing to this situation was a credit balance in the third quarter of 1960 which amounted to \$8 million, as opposed to a debit balance of \$3 million during this same period in 1959. Moreover, of the remaining quarters in 1960, only the second recorded a greater deficit than in 1959, advancing some \$19 million. However, the imbalance in the first and fourth quarters was reduced by \$2 million and \$6 million, respectively. A comparison of the balance of payments on travel account between Canada and other countries on a quarterly basis for the year 1960 and 1959 may be found illustrated graphically in Chart 6.

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926 - 60**
(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+103	14	27	- 13	198	108	+ 90
1930	167	67	+100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+154	13	22	- 9	280	135	+145
1949	267	165	+102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	-121
1956	309	391	- 82	28	107	- 79	337	498	-161
1957	325	403	- 78	38	122	- 84	363	525	-162
1958	309	413	-104	40	129	- 89	349	542	-193
1959	351	448	- 97	40	150	-110	391	598	-207
1960 ¹	375	462 ²	- 87	45	165	-120	420	627	-207

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1951 - 60¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1951.....	23	51	157	43	274
1952.....	24	53	156	42	275
1953.....	26	57	172	47	302
1954.....	24	59	172	50	305
1955.....	26	66	182	54	328
1956.....	26	65	191	55	337
1957.....	31	76	197	59	363
1958.....	31	75	188	55	349
1959.....	32	86	212	61	391
1960 ¹	36	91	221	72	420
Per cent of year:					
1951.....	8.4	18.6	57.3	15.7	100.0
1952.....	8.7	19.3	56.7	15.3	100.0
1953.....	8.6	18.9	56.9	15.6	100.0
1954.....	7.9	19.3	56.4	16.4	100.0
1955.....	7.9	20.1	55.5	16.5	100.0
1956.....	7.7	19.3	56.7	16.3	100.0
1957.....	8.5	20.9	54.3	16.3	100.0
1958.....	8.9	21.5	53.9	15.7	100.0
1959.....	8.2	22.0	54.2	15.6	100.0
1960 ¹	8.6	21.7	52.6	17.1	100.0
Quarterly payments:					
1951.....	54	74	96	56	280
1952.....	63	97	110	71	341
1953.....	68	95	124	78	365
1954.....	65	102	134	88	389
1955.....	78	119	156	96	449
1956.....	93	133	169	103	498
1957.....	100	142	178	105	525
1958.....	100	140	192	110	542
1959.....	117	144	215	122	598
1960 ¹	119	168	213	127	627
Per cent of year:					
1951.....	19.3	26.4	34.3	20.0	100.0
1952.....	18.5	28.4	32.3	20.8	100.0
1953.....	18.6	26.0	34.0	21.4	100.0
1954.....	16.7	26.2	34.5	22.6	100.0
1955.....	17.4	26.5	34.7	21.4	100.0
1956.....	18.7	26.7	33.9	20.7	100.0
1957.....	19.1	27.0	33.9	20.0	100.0
1958.....	18.5	25.8	35.4	20.3	100.0
1959.....	19.6	24.1	35.9	20.4	100.0
1960 ¹	19.0	26.8	34.0	20.2	100.0
Quarterly Balance (Net Credits + Net Debits -):					
1951.....	-31	-23	+61	-13	- 6
1952.....	-39	-44	+46	-29	- 66
1953.....	-42	-38	+48	-31	- 63
1954.....	-41	-43	+38	-38	- 84
1955.....	-52	-53	+26	-42	-121
1956.....	-67	-68	+22	-48	-161
1957.....	-69	-66	+19	-46	-162
1958.....	-69	-65	- 4	-55	-193
1959.....	-85	-58	- 3	-61	-207
1960 ¹	-83	-77	+ 8	-55	-207

¹ Subject to revision.

TABLE 3. Number of Non-Resident Automobiles Travelling on Custom Permits¹ which Departed from Canada in 1960, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section I. Traffic within Ontario:				
(a) St. Lawrence River Ports	Fort Erie and Niagara Falls	3,330	10,016	13,346
	Lake Erie Ports	—	5	5
	St. Clair and Detroit River Ports	2,610	3,031	5,641
	Sault Ste. Marie	933	1,238	2,171
	Western Ontario Ports	6	66	72
	St. Lawrence River Ports	31,078	80,933	112,011
	All Ports in Canada	42,879	109,923	152,802
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	7,037	17,642	24,679
	Lake Erie Ports	45	63	108
	St. Clair and Detroit River Ports	67,378	17,770	85,148
	Sault Ste. Marie	1,239	3,565	4,804
	Western Ontario Ports	5	289	294
	Fort Erie and Niagara Falls	417,439	247,647	665,086
	All Ports in Canada	493,950	304,411	798,361
(c) Lake Erie Ports	St. Lawrence River Ports	1	17	18
	Fort Erie and Niagara Falls	41	102	143
	St. Clair and Detroit River Ports	49	73	122
	Sault Ste. Marie	—	9	9
	Western Ontario Ports	—	—	—
	Lake Erie Ports	18	383	401
	All Ports in Canada	109	593	702
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	2,340	4,421	6,761
	Fort Erie and Niagara Falls	70,462	24,688	95,150
	Lake Erie Ports	61	69	130
	Sault Ste. Marie	308	5,706	6,014
	Western Ontario Ports	—	220	220
	St. Clair and Detroit River Ports	434,275	238,617	672,892
	All Ports in Canada	507,931	285,292	793,223
(e) Sault Ste. Marie	St. Lawrence River Ports	1,117	1,748	2,865
	Fort Erie and Niagara Falls	2,028	5,381	7,409
	Lake Erie Ports	10	8	18
	St. Clair and Detroit River Ports	493	5,329	5,822
	Western Ontario Ports	700	1,558	2,258
	Sault Ste. Marie	12,552	32,113	44,665
	All Ports in Canada	17,645	50,272	67,917
(f) Western Ontario Ports	St. Lawrence River Ports	2	107	109
	Fort Erie and Niagara Falls	8	366	374
	Lake Erie Ports	—	—	—
	St. Clair and Detroit River Ports	1	224	225
	Sault Ste. Marie	700	1,602	2,302
	Western Ontario Ports	16,573	54,025	70,598
	All Ports in Canada	18,425	61,738	80,163

¹ Exclusive of standing (L) permits and extensions.

TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1960, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section II. Traffic from Ontario to Other Provinces:				
St. Lawrence River Ports	All Ports in Quebec	4,863	12,957	17,820
All Ports in Ontario West of Kingston and East of Port Arthur	All Ports in Quebec	1,838	28,046	29,884
All Ports in Ontario	All Ports in Quebec	6,701	41,097	47,798
	All Ports in the Maritime Provinces	262	5,280	5,542
	All Ports in Manitoba	1,092	3,615	4,707
All Ports in Western Ontario	All Ports in Manitoba	1,091	3,460	4,551
All Ports in Ontario	All Ports in Ontario	1,072,839	760,227	1,833,066
	All Ports in Canada	1,080,939	812,229	1,893,168
Section III. Traffic from the Maritime Provinces to Other Provinces:				
All Ports in the Maritime Provinces	All Ports in Quebec	620	4,234	4,854
	All Ports in Ontario	277	3,142	3,419
	All Ports in the Maritime Provinces	39,258	82,928	122,186
	All Ports in Canada	40,155	90,337	130,492
Section IV. Traffic from Quebec to Other Provinces:				
All Ports in Quebec	All Ports in Ontario on the St. Law- rence River	3,566	9,760	13,326
	All Ports in Ontario West of Kingston and East of Port Arthur	1,501	16,602	18,103
	All Ports in Ontario	5,162	26,439	31,601
	All Ports in the Maritime Provinces	474	6,612	7,086
	All Ports in Quebec	117,594	163,354	280,948
	All Ports in Canada	123,230	196,519	319,749
Section V. Traffic from Manitoba to Other Provinces:				
All Ports in Manitoba	All Ports in Ontario	864	3,880	4,744
	All Ports in Western Ontario	856	3,757	4,613
	All Ports in Saskatchewan	128	1,000	1,128
	All Ports in Alberta	21	1,070	1,091
	All Ports in British Columbia	13	1,064	1,077
	All Ports in Yukon Territory	—	439	439
	All Ports in Manitoba	9,878	22,120	31,998
	All Ports in Canada	10,904	29,605	40,509

¹ Exclusive of standing (L) permits and extensions.

TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1960, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section VI. Traffic from Saskatchewan to Other Provinces:				
All Ports in Saskatchewan	All Ports in Manitoba	111	1,034	1,145
	All Ports in Alberta	95	1,323	1,418
	All Ports in British Columbia	25	1,191	1,216
	All Ports in Yukon Territory	—	1,091	1,091
	All Ports in Saskatchewan	4,867	11,961	16,828
	All Ports in Canada	5,109	16,951	22,060
Section VII. Traffic from Alberta to Other Provinces:				
All Ports in Alberta	All Ports in Manitoba	67	1,352	1,419
	All Ports in Saskatchewan	128	1,349	1,477
	All Ports in British Columbia	1,227	10,290	11,517
	All Ports in Yukon Territory	—	4,727	4,727
	All Ports in Alberta	5,606	12,264	17,870
	All Ports in Canada	7,040	31,998	39,038
Section VIII. Traffic from British Columbia to Other Provinces:				
All Ports in British Columbia	All Ports in Manitoba	11	831	842
	All Ports in Saskatchewan	26	787	813
	All Ports in Alberta	768	8,407	9,175
	All Ports in Yukon Territory	426 ²	5,983	6,409
	All Ports in British Columbia	77,034	141,064	218,098
	All Ports in Canada	78,267	157,888	236,155
Section IX. Traffic from Yukon Terri- tory to Other Provinces:				
All Ports in Yukon Territory	All Ports in Manitoba	—	488	488
	All Ports in Saskatchewan	—	988	988
	All Ports in Alberta	—	3,804	3,804
	All Ports in British Columbia	550 ²	5,221	5,771
	All Ports in Yukon Territory	268	441	709
	All Ports in Canada	818	11,342	12,160
All Ports in Canada	All Ports in Canada	1,346,462	1,346,869	2,693,331 ³

¹ Exclusive of standing (L) permits and extensions.

² Refers to traffic between Pleasant Camp, B.C., and Snag Creek, Y.T.

³ Does not include an additional 20,050 permits not classified by ports of entry and exit.

TABLE 4. Number of Non-Resident Motorists Travelling on Customs Permits¹ who Departed from Canada in 1960, classified by Length of Visit

Days stay	Number of permits	% of total permits	Number of car days	Average persons per car	Number of persons	Number of person days
1	3,557,367	56.73	3,557,367	3.03	10,762,797	10,762,797
2	1,346,462	21.47	2,692,924	2.72	3,659,002	7,318,004
3	429,124	6.84	1,287,372	2.76	1,186,520	3,559,560
4	243,229	3.88	972,916	2.74	667,174	2,668,696
5	142,182	2.27	710,910	2.76	392,302	1,961,510
6	94,814	1.51	568,884	2.80	265,701	1,594,206
7	78,893	1.26	552,251	2.90	228,715	1,601,005
8	85,760	1.37	686,080	3.09	264,646	2,117,168
9	51,628	0.82	464,652	2.95	152,437	1,371,933
10	33,169	0.53	331,690	2.85	94,430	944,300
11	24,224	0.39	266,464	2.79	67,626	743,886
12	19,133	0.31	229,596	2.78	53,125	637,500
13	16,789	0.27	218,257	2.82	47,398	616,174
14	16,822	0.27	235,508	2.96	49,730	696,220
15	18,774	0.30	281,610	3.04	57,093	856,395
16	11,060	0.18	176,960	2.88	31,883	510,128
17	7,210	0.11	122,570	2.72	19,597	333,149
18	5,336	0.08	96,048	2.60	13,899	250,182
19	4,115	0.07	78,185	2.54	10,448	198,512
20	3,660	0.06	73,200	2.55	9,320	186,400
21	3,414	0.05	71,694	2.57	8,786	184,506
22	3,460	0.06	76,120	2.57	8,907	195,954
23	2,689	0.04	61,847	2.61	7,008	161,184
24	2,194	0.03	52,656	2.48	5,443	130,632
25- 29	9,281	0.15	250,897	2.39	22,157	598,904
30- 39	10,774	0.17	359,525	2.40	25,902	864,350
40- 59	6,967	0.11	335,813	2.41	16,786	809,085
60- 89	5,525	0.09	405,059	2.32	12,805	938,735
90-179	5,950	0.09	676,474	2.13	12,649	1,438,065
180-over	512	0.01	106,802	2.23	1,143	238,430
Not classified ²	30,231	0.48	—	2.79	84,343	—
Totals	6,270,748	100.00	16,000,331	2.91	18,239,772	44,487,570
Average length of stay			per car 2.56			per person 2.44

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of stay.

TABLE 4 A. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1960, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1	224,324	295,068	2,809,937	49,816	19,816	14,946	143,460	3,557,367
2	40,014	125,014	1,078,801	11,400	5,194	6,493	79,546	1,346,462
3	14,545	68,981	274,995	7,741	3,419	4,954	54,489	429,124
4	10,615	44,519	143,419	4,858	2,177	4,503	33,138	243,229
5	8,706	26,357	76,975	2,972	1,693	3,893	21,586	142,182
6	7,509	16,506	50,101	2,156	1,375	3,075	14,092	94,814
7	7,300	11,609	44,895	1,788	1,257	2,206	9,838	78,893
8	6,761	9,333	57,241	1,605	1,116	1,670	8,034	85,760
9	5,049	6,215	31,362	1,188	793	1,287	5,734	51,628
10	3,928	4,152	18,455	904	572	956	4,202	33,169
11	3,268	2,915	12,652	756	530	746	3,357	24,224
12	2,907	2,235	9,731	599	388	567	2,706	19,133
13	2,667	1,744	8,780	565	367	516	2,150	16,789
14	2,751	1,547	9,649	414	264	390	1,807	16,822
15	2,412	1,505	12,323	364	270	326	1,574	18,774
16	1,465	1,016	6,730	273	181	262	1,133	11,060
17	920	697	4,151	197	166	208	871	7,210
18	805	580	2,731	201	130	160	729	5,336
19	659	431	2,040	147	87	129	622	4,115
20	658	350	1,809	144	84	126	489	3,660
21	590	381	1,689	106	65	104	479	3,414
22	587	357	1,878	89	65	95	389	3,460
23	420	280	1,438	81	57	79	334	2,689
24	329	269	1,111	63	59	87	276	2,194
25 - 29	1,663	1,214	4,479	296	234	328	1,067	9,281
30 - 39	2,495	1,633	4,497	324	296	270	1,259	10,774
40 - 59	1,393	988	3,017	278	270	205	816	6,967
60 - 89	1,251	658	2,326	308	172	201	609	5,525
90-179	1,471	611	2,412	461	162	147	686	5,950
180-over	69	85	205	33	27	19	74	512
Not classified ²	4,642	5,909	14,706	1,268	276	573	2,857	30,231
Totals	362,173	633,159	4,694,535	91,395	41,562	49,521	398,403	6,270,748

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 4 B. Number of Non-Resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1960, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C. and Y.T.	Canada
1	859,269	881,312	8,280,454	158,395	61,511	51,666	470,190	10,762,797
2	104,033	344,283	2,923,605	33,439	14,376	20,314	218,952	3,659,002
3	41,121	199,436	747,234	22,785	10,424	15,260	150,260	1,186,520
4	29,952	126,500	386,005	14,310	6,718	13,303	90,386	667,174
5	24,561	73,687	209,503	8,898	5,104	11,568	58,981	392,302
6	21,223	45,636	139,552	6,397	4,151	9,361	39,381	265,701
7	20,935	32,142	131,622	5,280	3,908	6,740	28,088	228,715
8	19,538	26,578	182,355	4,880	3,396	5,005	22,894	264,646
9	14,543	17,190	94,505	3,574	2,441	3,868	16,316	152,437
10	11,252	11,242	52,882	2,713	1,692	2,840	11,809	94,430
11	9,409	7,756	35,233	2,194	1,564	2,239	9,231	67,626
12	8,472	5,961	26,678	1,786	1,169	1,704	7,355	53,125
13	7,952	4,587	24,712	1,621	1,040	1,503	5,983	47,398
14	8,252	4,143	29,263	1,181	781	1,132	4,978	49,730
15	7,371	4,009	38,532	1,109	723	971	4,378	57,093
16	4,386	2,720	19,680	832	458	745	3,062	31,883
17	2,611	1,792	11,265	585	458	582	2,304	19,597
18	2,216	1,412	7,020	578	342	450	1,881	13,899
19	1,753	980	5,070	437	242	384	1,582	10,448
20	1,791	856	4,491	401	208	333	1,240	9,320
21	1,616	895	4,364	273	177	281	1,180	8,786
22	1,556	829	4,888	251	166	252	965	8,907
23	1,100	649	3,827	226	154	224	828	7,008
24	864	619	2,767	150	154	232	657	5,443
25 - 29	4,227	2,845	10,609	682	520	835	2,439	22,157
30 - 39	6,249	3,792	10,850	799	698	647	2,867	25,902
40 - 59	3,486	2,227	7,431	637	612	472	1,921	16,786
60 - 89	2,906	1,599	5,397	709	387	488	1,319	12,805
90 - 179	3,189	1,302	5,064	958	330	334	1,472	12,649
180 - over	155	206	409	86	65	48	174	1,143
Not classified ²	12,951	16,486	41,028	3,538	770	1,599	7,971	84,343
Totals	1,238,939	1,823,671	13,446,295	279,704	124,739	155,380	1,171,044	18,239,772

¹ Exclusive of standing (L) permits and extensions.² Not classified by length of visit.

TABLE 5. Number of Non-Resident Automobiles which Entered Canada on Customs Permits Through Provinces Indicated and which Departed in the Year 1960, After Remaining Two Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ¹	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	43	239	387	1,671	95	50	174	203	49	2,911
Alaska	—	20	27	238	109	216	653	2,331	6,521	10,115
Arizona	9	45	132	1,093	97	69	438	976	95	2,954
Arkansas	10	85	74	623	68	24	80	119	24	1,107
California	134	703	1,835	12,022	1,362	833	5,189	42,493	1,266	65,837
Colorado	13	94	234	1,594	253	319	1,185	1,374	123	5,189
Connecticut	741	7,660	21,287	14,448	50	30	155	244	20	44,635
Delaware	50	242	732	1,940	16	9	41	46	8	3,084
Dist. of Columbia ..	59	212	917	1,848	43	31	46	76	12	3,244
Florida	268	1,545	3,507	15,458	389	149	536	959	163	22,974
Georgia	45	299	656	2,113	71	50	150	190	36	3,610
Hawaii	2	11	38	193	4	1	32	121	1	403
Idaho	4	47	67	386	50	77	945	4,885	127	6,588
Illinois	179	837	2,796	52,759	2,059	664	1,543	1,383	219	62,439
Indiana	88	500	900	25,467	426	195	430	439	102	28,547
Iowa	38	121	375	11,340	1,205	704	622	521	125	15,051
Kansas	44	151	253	3,156	596	299	551	563	96	5,709
Kentucky	30	183	277	3,899	71	32	88	89	16	4,685
Louisiana	42	199	373	1,901	99	43	171	287	54	3,169
Maine	692	68,815	19,243	2,908	48	17	30	62	16	91,831
Maryland	237	1,028	2,971	10,570	102	45	184	241	22	15,400
Massachusetts	3,667	25,051	45,293	27,410	120	54	252	357	45	102,249
Michigan	182	1,326	3,078	733,167	1,192	528	1,131	1,114	223	741,941
Minnesota	34	270	583	40,815	11,655	1,993	1,414	1,115	200	58,079
Mississippi	19	79	171	930	37	38	61	81	21	1,437
Missouri	43	166	368	6,475	524	202	513	565	97	8,953
Montana	7	66	115	473	296	4,274	10,133	2,708	119	18,191
Nebraska	14	59	188	3,066	729	409	502	423	59	5,449
Nevada	3	26	47	238	24	22	161	672	44	1,237
New Hampshire	330	2,758	21,845	3,381	18	16	49	55	19	28,471
New Jersey	1,046	4,705	19,362	37,275	242	110	410	480	86	63,716
New Mexico	8	67	119	443	50	53	209	269	43	1,261
New York	1,890	8,237	93,603	596,667	346	157	864	1,052	119	702,935
North Carolina	92	372	945	3,923	34	32	117	143	47	5,705
North Dakota	3	61	61	1,508	15,416	7,550	442	285	33	25,359
Ohio	312	1,540	4,381	139,626	520	241	933	886	192	148,631
Oklahoma	30	62	169	1,584	202	199	446	385	62	3,139
Oregon	9	107	170	898	161	184	809	22,677	300	25,315
Pennsylvania	785	3,893	11,214	95,406	206	163	602	704	156	113,129
Rhode Island	219	1,781	7,765	3,977	14	5	35	65	9	13,870
South Carolina	32	160	516	1,256	59	49	108	112	41	2,333
South Dakota	1	17	40	1,147	951	632	320	251	63	3,422
Tennessee	56	143	346	2,321	75	36	136	189	27	3,329
Texas	84	508	977	4,520	472	284	1,416	1,460	266	9,987
Utah	3	79	109	610	56	60	1,664	1,312	62	3,955
Vermont	76	623	49,994	2,407	12	12	19	47	9	53,199
Virginia	291	904	2,288	6,851	83	70	188	308	40	11,023
Washington	18	89	292	1,486	298	356	1,734	142,230	533	147,036
West Virginia	26	139	216	4,208	16	15	41	53	16	4,730
Wisconsin	43	263	764	25,765	1,476	554	807	742	131	30,545
Wyoming	1	14	57	266	55	146	582	319	55	1,495
Totals, U.S.	12,052	136,601	322,157	1,913,726	42,552	22,301	39,341	238,661	12,212	2,739,603
Other countries² ..	44	56	525	708	36	14	49	169	8	1,609
Grand totals³ ..	12,096	136,657	322,682	1,914,434	42,588	22,315	39,390	238,830	12,220	2,741,212

¹ Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

² Other Countries comprise: Argentina 1, Australia 7, Austria 1, Bahamas 16, Belgium 19, Bermuda 24, Bolivia 4, Brazil 3, Chile 5, China 5, Colombia 5, Costa Rica 3, Cuba 24, Denmark 10, El Salvador 2, England 304, Ethiopia 1, Finland 2, France 198, Germany 515, Greece 4, Guam 13, Guatemala 6, Haiti 3, Honduras 2, Hong Kong 1, India 4, Ireland 4, Italy 26, Japan 44, Libya 1, Luxembourg 1, Mexico 118, Netherlands 46, Netherlands Antilles 13, New Zealand 1, Nicaragua 1, Norway 5, Panama Canal Zone 70, Philippines 4, Poland 1, Puerto Rico 5, St. Pierre & Miquelon 4, Scotland 1, South Africa 10, Spain 15, Sweden 7, Switzerland 21, Turkey 5, Venezuela 9, Virgin Islands 6, West Indies Federation 5, Yugoslavia 4.

³ Does not include an additional 20,050 permits not classified by state or country of registration.

TABLE 6. Number of Non-Resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1960, After Remaining Three Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	12	103	249	788	80	41	164	154	48	1,639
Alaska	—	12	12	106	107	214	641	1,858	5,962	8,912
Arizona	6	30	92	597	82	55	389	743	92	2,086
Arkansas	1	27	55	297	56	21	69	79	21	626
California	75	512	1,406	6,247	1,169	757	4,591	34,212	1,181	50,150
Colorado	11	55	173	794	189	286	1,041	989	119	3,657
Connecticut	712	5,862	16,060	7,491	43	27	135	175	20	30,525
Delaware	42	205	578	1,056	14	9	40	39	7	1,990
Dist. of Columbia	48	175	788	1,227	36	28	36	57	9	2,404
Florida	165	1,129	2,689	9,284	320	137	503	723	159	15,109
Georgia	23	151	390	1,067	60	46	141	144	32	2,054
Hawaii	2	8	23	78	4	1	28	96	1	241
Idaho	—	28	31	202	43	65	746	3,300	119	4,534
Illinois	145	604	2,269	34,967	1,803	617	1,393	981	211	42,990
Indiana	72	354	691	15,579	347	185	384	319	97	18,028
Iowa	22	94	281	8,039	1,000	647	539	372	122	11,116
Kansas	16	83	173	1,732	485	246	458	381	88	3,662
Kentucky	16	77	211	2,258	64	29	82	65	15	2,817
Louisiana	12	93	225	977	74	35	152	181	53	1,802
Maine	619	24,436	12,484	1,369	33	16	29	42	14	39,042
Maryland	205	798	2,349	6,265	76	42	160	171	20	10,086
Massachusetts	3,556	22,416	35,109	12,654	101	52	234	254	39	74,415
Michigan	144	1,012	2,170	242,937	1,086	484	1,056	815	212	249,916
Minnesota	16	145	457	23,350	7,916	1,837	1,222	828	186	35,957
Mississippi	6	57	123	441	27	34	50	59	21	818
Missouri	21	107	303	4,080	408	178	451	361	94	6,003
Montana	3	21	88	229	230	2,781	8,275	1,823	108	11,558
Nebraska	10	34	141	1,943	622	365	420	272	53	3,860
Nevada	2	11	41	151	16	22	135	532	44	954
New Hampshire	311	2,234	13,025	1,379	16	16	47	50	18	17,096
New Jersey	960	3,881	15,187	21,472	196	97	386	380	84	42,643
New Mexico	3	36	68	260	34	43	180	211	40	875
New York	1,760	7,176	52,518	210,040	300	150	805	797	114	273,660
North Carolina	64	212	633	2,047	23	27	105	106	46	3,263
North Dakota	1	28	44	988	8,709	4,734	370	210	30	15,114
Ohio	268	1,173	3,339	94,321	466	222	850	608	182	101,429
Oklahoma	11	41	115	884	169	157	400	234	58	2,069
Oregon	1	56	113	452	132	151	683	17,839	290	19,717
Pennsylvania	693	2,895	8,783	61,526	188	149	565	481	149	75,429
Rhode Island	197	1,503	6,078	1,786	14	5	33	49	9	9,674
South Carolina	16	86	303	588	45	30	93	83	40	1,284
South Dakota	—	8	29	700	783	547	277	168	59	2,571
Tennessee	20	89	264	1,167	54	35	115	126	24	1,894
Texas	29	264	567	2,205	346	240	1,244	980	254	6,129
Utah	—	38	67	222	37	53	1,388	887	59	2,751
Vermont	69	483	12,622	1,081	10	11	19	39	9	14,343
Virginia	150	561	1,745	4,036	63	63	167	204	36	7,025
Washington	6	65	193	825	238	311	1,417	83,422	497	86,974
West Virginia	17	73	150	2,814	13	13	35	31	16	3,162
Wisconsin	23	157	592	16,597	1,216	508	712	564	120	20,489
Wyoming	—	10	28	130	38	122	499	244	52	1,123
Totals, U.S.	10,561	79,708	196,124	811,725	29,581	16,941	31,954	157,738	11,333	1,345,665
Other countries³	27	41	395	504	25	10	44	150	8	1,204
Grand totals⁴	10,588	79,749	196,519	812,229	29,606	16,951	31,998	157,888	11,341	1,346,869

¹ Exclusive of standing (L) permits and extensions.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Other Countries comprise: Argentina 1, Australia 3, Bahamas 15, Belgium 13, Bermuda 21, Bolivia 2, Brazil 3, Chile 3, China 4, Colombia 5, Costa Rica 2, Cuba 18, Denmark 7, El Salvador 2, England 216, Finland 1, France 127, Germany 379, Greece 3, Guam 8, Guatemala 6, Haiti 3, Honduras 2, India 4, Ireland 4, Italy 22, Japan 35, Libya 1, Luxembourg 1, Mexico 105, Netherlands 36, Netherlands Antilles 12, New Zealand 1, Nicaragua 1, Norway 3, Panama Canal Zone 56, Philippines 3, Poland 1, Puerto Rico 4, St. Pierre & Miquelon 1, Scotland 1, South Africa 7, Spain 13, Sweden 7, Switzerland 17, Turkey 4, Venezuela 6, Virgin Islands 6, West Indies Federation 5, Yugoslavia 4.

⁴ Does not include an additional 20,050 permits not classified by state or country of registration.

TABLE 7. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits¹ which Departed in the Years 1956 - 60 (classified by Selected U.S. Federal States of Registration)

State of origin	1956 ²	1957 ²	1958 ²	1959 ^{2,3}	1960 ⁴
North Eastern	1, 149, 815	1, 182, 090	1, 195, 536	1, 072, 166	1, 214, 035
Connecticut	49, 450	51, 160	49, 929	46, 133	44, 635
Maine	121, 187	122, 579	148, 807	152, 833	91, 831
Massachusetts	109, 665	110, 349	108, 858	98, 349	102, 249
New Hampshire	32, 414	32, 820	33, 157	28, 397	28, 471
New Jersey	63, 369	65, 855	64, 412	60, 477	63, 716
New York	548, 690	565, 949	565, 330	481, 869	702, 935
Pennsylvania	117, 496	128, 194	124, 028	123, 153	113, 129
Rhode Island	15, 351	15, 024	14, 431	13, 200	13, 870
Vermont	92, 193	90, 160	86, 584	67, 755	53, 199
% of total	46. 6	47. 1	47. 3	48. 2	44. 3
Great Lakes	749, 770	743, 926	732, 166	624, 243	1, 012, 103
Illinois	71, 665	69, 333	66, 885	64, 923	62, 439
Indiana	32, 392	31, 112	29, 918	29, 310	28, 547
Michigan	468, 587	460, 830	457, 983	355, 762	741, 941
Ohio	145, 713	152, 107	145, 673	144, 512	148, 631
Wisconsin	31, 413	30, 544	31, 707	29, 736	30, 545
% of total	30. 4	29. 7	29. 0	28. 0	36. 9
North Western	98, 114	103, 524	111, 932	102, 556	101, 629
Minnesota	52, 170	54, 328	57, 739	55, 629	58, 079
Montana	21, 271	21, 330	22, 388	18, 886	18, 191
North Dakota	24, 673	27, 866	31, 805	28, 041	25, 359
% of total	4. 0	4. 1	4. 4	4. 6	3. 7
West Coast	278, 076	281, 619	288, 323	240, 555	238, 188
California	67, 730	70, 898	69, 567	66, 217	65, 837
Oregon	28, 506	28, 122	26, 912	22, 309	25, 315
Washington	181, 840	182, 599	191, 844	152, 029	147, 036
% of total	11. 2	11. 2	11. 4	10. 8	8. 7
Other (Remaining States and Foreign Countries)	193, 856	198, 461	199, 616	187, 775	175, 257
% of total	7. 8	7. 9	7. 9	8. 4	6. 4
Totals	2, 469, 631	2, 509, 620	2, 527, 573	2, 227, 295	2, 741, 212⁵

¹ Including commuters, summer residents and locals—standing (L) permits and extensions.

² Includes all entries requiring customs permits but excludes all non-permit entries.

³ January—September inclusive.

⁴ Includes all entries over 24 hours—not comparable with previous years.

⁵ Does not include an additional 20,050 permits not classified by state or country of registration.

TABLE 8. Number of Non-Resident Travellers¹ Entering Canada from the United States via Rail, Bus and Plane in 1960, classified by Length of Visit

Estimated days stay	Rail		Bus		Plane	
	Number of persons	% of total persons	Number of persons	% of total persons	Number of persons	% of total persons
1	38,464	13.7	65,558	18.1	64,752	15.2
2	41,960	15.0	34,363	9.5	74,567	17.5
3	35,974	12.9	36,889	10.2	77,448	18.2
4	29,843	10.7	34,469	9.5	53,941	12.7
5	17,877	6.4	26,591	7.4	37,958	8.9
6	18,507	6.6	25,096	6.9	23,229	5.5
7	19,103	6.8	22,193	6.1	15,328	3.6
8	13,302	4.7	27,834	7.7	10,947	2.6
9	10,215	3.7	16,450	4.6	7,675	1.8
10	8,139	2.9	11,755	3.3	10,003	2.3
11	6,699	2.4	9,270	2.6	8,480	2.0
12	4,361	1.6	3,560	1.0	4,563	1.1
13	4,464	1.6	4,163	1.2	5,686	1.3
14	3,735	1.3	4,514	1.2	2,747	0.6
15	4,002	1.4	5,136	1.4	4,260	1.0
16	2,415	0.9	3,721	1.0	2,900	0.7
17	1,739	0.6	4,893	1.4	2,874	0.7
18	1,231	0.4	1,770	0.5	1,432	0.3
19	1,535	0.5	1,400	0.4	1,585	0.4
20	1,441	0.5	2,070	0.6	1,160	0.3
21	1,271	0.5	1,205	0.3	1,379	0.3
22	1,079	0.4	1,596	0.4	1,271	0.3
23	728	0.3	1,503	0.4	1,173	0.3
24	781	0.3	1,289	0.4	564	0.1
25- 29	1,867	0.7	3,135	0.9	2,648	0.6
30- 39	3,905	1.4	4,985	1.4	2,903	0.7
40- 59	3,580	1.3	4,072	1.1	3,395	0.8
60- 89	1,497	0.5	1,813	0.5	849	0.2
90-179	—	—	—	—	—	—
180-over	—	—	—	—	—	—
Totals	279,714	100.0	361,293	100.0	425,717	100.0

¹ Exclusive of in transit traffic.

**TABLE 9. Number and Expenditures of Canadian Automobiles Returning to Canada in 1960,
classified by Length of Visit**

Estimated days stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expend- itures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1	6,868,960	82.23	5.14	35,338,342	15.23	6,868,960	5.14
2 ¹	318,419	3.81	32.02	10,195,251	4.40	636,838	16.01
3	596,724	7.14	99.23	59,212,983	25.52	1,790,172	33.08
4	130,421	1.56	133.73	17,440,685	7.52	521,684	33.43
5	79,316	0.95	135.66	10,759,853	4.64	396,580	27.13
6	45,477	0.55	171.38	7,793,696	3.36	272,862	28.56
7	106,458	1.27	171.58	18,266,283	7.87	745,206	24.51
8	18,539	0.22	220.46	4,087,151	1.76	148,312	27.56
9	10,046	0.12	231.24	2,323,029	1.00	90,414	25.69
10	29,271	0.35	236.34	6,917,942	2.98	292,710	23.63
11	5,917	0.07	227.79	1,347,839	0.58	65,087	20.71
12	12,139	0.15	274.04	3,326,557	1.43	145,668	22.84
13	2,601	0.03	264.09	686,892	0.30	33,813	20.32
14	53,741	0.64	287.14	15,431,073	6.65	752,374	20.51
15	5,478	0.07	329.12	1,802,942	0.78	82,170	21.94
16	2,755	0.03	353.32	973,404	0.42	44,080	22.08
17	1,813	0.02	353.16	640,277	0.28	30,821	20.77
18	2,973	0.04	345.34	1,026,682	0.44	53,514	19.19
19	1,086	0.01	343.74	373,304	0.16	20,634	18.09
20	1,751	0.02	405.35	709,765	0.31	35,020	20.27
21	22,434	0.27	405.86	9,104,971	3.92	471,114	19.33
22	544	0.01	397.87	216,443	0.09	11,968	18.09
23	379	0.01	411.76	156,055	0.07	8,717	17.90
24	658	0.01	416.57	274,104	0.12	15,792	17.36
25- 29	4,015	0.05	490.84	1,970,724	0.85	110,322	17.86
30- 39	12,890	0.15	522.13	6,730,266	2.90	402,941	16.70
40- 59	5,342	0.06	646.16	3,451,795	1.49	239,215	14.43
60- 89	6,590	0.08	758.17	4,996,348	2.15	413,654	12.08
90- 179	4,926	0.06	956.77	4,713,042	2.03	529,594	8.90
180-over	1,369	0.02	1,275.79	1,746,558	0.75	300,687	5.81
Totals	8,353,032	100.00	27.78	232,014,256	100.00	15,530,923	14.94
Average length of stay						per car 1.86	

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 9 A. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1960, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of person days	Average expenditure per person per day
				\$
1	2.75	18,888,332	18,888,332	1.87
2 ¹	2.98	950,195	1,900,390	5.36
3	3.04	1,812,724	5,438,172	10.89
4	2.97	387,469	1,549,876	11.25
5	3.00	237,949	1,189,745	9.04
6	3.12	142,066	852,396	9.14
7	3.07	326,450	2,285,150	7.99
8	3.09	57,273	458,184	8.92
9	2.96	29,722	267,498	8.68
10	3.03	88,789	887,890	7.79
11	2.99	17,677	194,447	6.93
12	2.73	33,102	397,224	8.37
13	3.08	8,019	104,247	6.57
14	3.09	165,794	2,321,116	6.65
15	3.22	17,625	264,375	6.82
16	2.92	8,040	128,640	7.57
17	2.80	5,068	86,156	7.43
18	2.95	8,759	157,662	6.51
19	3.02	3,279	62,301	5.99
20	3.24	5,678	113,560	6.25
21	2.99	67,081	1,408,701	6.46
22	3.07	1,671	36,762	5.89
23	3.02	1,143	26,289	5.94
24	3.09	2,034	48,816	5.62
25 - 29	2.82	11,341	311,651	6.32
30 - 39	2.73	35,136	1,090,351	6.17
40 - 59	2.55	13,601	609,053	5.67
60 - 89	2.58	16,999	1,067,027	4.68
90 - 179	2.35	11,557	1,242,493	3.79
180 - over	2.30	3,155	692,964	2.52
Totals	2.80	23,357,728	44,081,468	5.26
Average length of stay			per person 1.89	

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 10. Number of Canadian Automobiles Returning to Canada in 1960, classified by Length of Visit, by Province of Re-Entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1	1,676,487	995,295	3,040,035	154,681	78,333	52,632	871,497
2 ¹	56,774	76,687	106,190	14,598	4,185	5,550	54,435
3	31,805	133,532	234,801	37,371	17,090	21,001	121,124
4	13,906	32,820	45,863	7,470	3,014	4,955	22,393
5	8,750	28,860	22,689	3,709	1,639	2,507	11,162
6	7,196	13,291	15,387	1,974	919	1,342	5,368
7	8,901	38,901	33,250	4,491	1,469	2,827	16,619
8	2,492	4,601	7,006	599	501	474	2,866
9	1,384	1,830	4,058	469	282	323	1,700
10	3,032	7,817	10,565	1,107	420	1,215	5,115
11	732	1,112	2,147	283	164	225	1,254
12	1,266	1,676	6,590	397	215	281	1,714
13	412	529	638	198	127	129	568
14	2,161	16,177	18,977	2,610	995	2,045	10,776
15	364	2,903	1,213	161	61	78	698
16	269	408	1,222	171	88	105	492
17	233	348	632	52	7	87	454
18	175	414	1,177	150	78	146	833
19	180	102	351	77	57	75	244
20	189	367	631	54	65	119	326
21	763	6,465	8,030	1,387	517	831	4,441
22	56	66	252	50	—	14	106
23	20	86	31	64	16	14	148
24	54	131	287	—	7	41	138
25- 29	281	1,025	1,652	180	55	139	683
30- 39	449	3,713	5,017	867	264	825	1,755
40- 59	182	1,416	2,140	279	145	287	893
60- 89	170	1,775	2,275	462	254	347	1,307
90- 179	70	985	1,825	404	492	267	883
180-over	—	136	585	76	65	161	346
Totals	1,818,753	1,373,468	3,575,516	234,391	111,524	99,042	1,140,338

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 11. Number and Expenditures of Canadian Travellers Returning to Canada via Rail¹ in 1960, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person days	Average expenditure per person per day
			\$	\$			\$
1	8,664	2.6	34.77	301,249	0.6	8,664	34.77
2	27,819	8.5	66.06	1,837,839	3.9	55,638	33.03
3	51,626	15.7	77.56	4,003,998	8.6	154,878	25.85
4	39,105	11.9	94.26	3,686,146	7.9	156,420	23.57
5	26,666	8.1	115.39	3,076,858	6.6	133,330	23.08
6	15,102	4.6	115.44	1,743,419	3.7	90,612	19.24
7	22,993	7.0	110.34	2,537,115	5.5	160,951	15.76
8	11,331	3.5	116.28	1,317,559	2.8	90,648	14.53
9	6,290	1.9	127.06	799,226	1.7	56,610	14.12
10	17,405	5.3	125.44	2,183,238	4.7	174,050	12.54
11	4,265	1.3	140.07	597,401	1.3	46,915	12.73
12	8,311	2.5	140.11	1,164,486	2.5	99,732	11.68
13	3,753	1.1	145.12	544,650	1.2	48,789	11.16
14	18,904	5.8	162.40	3,070,072	6.6	264,656	11.60
15	7,451	2.3	165.57	1,233,635	2.7	111,765	11.04
16	4,196	1.3	211.27	886,473	1.9	67,136	13.20
17	2,735	0.8	206.04	563,513	1.2	46,495	12.12
18	3,114	1.0	212.20	660,793	1.4	56,052	11.79
19	1,406	0.4	214.65	301,795	0.7	26,714	11.30
20	3,779	1.2	220.40	832,884	1.8	75,580	11.02
21	7,877	2.4	199.47	1,571,223	3.4	165,417	9.50
22	1,310	0.4	200.02	262,023	0.6	28,820	9.09
23	1,190	0.4	243.96	290,312	0.6	27,370	10.61
24	1,586	0.5	247.16	392,003	0.8	38,064	10.30
25- 29	5,966	1.8	266.62	1,590,626	3.4	161,022	9.88
30- 39	8,803	2.7	291.55	2,566,500	5.5	283,457	9.05
40- 59	5,512	1.7	358.42	1,975,599	4.2	255,977	7.72
60- 89	4,123	1.3	459.14	1,893,018	4.1	264,944	7.14
90- 179	5,390	1.6	632.06	3,406,804	7.3	643,782	5.29
180-over	1,177	0.4	1,097.82	1,292,132	2.8	268,650	4.81
Totals	327,849	100.0	142.09	46,582,589	100.0	4,063,138	11.46

¹ Exclusive of in transit traffic.

TABLE 12. Number and Expenditures of Canadian Travellers Returning to Canada via Bus¹ in 1960, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person days	Average expenditure per person per day
			\$	\$			\$
1	17,851	4.2	8.17	145,844	0.3	17,851	8.17
2	49,029	11.6	53.68	2,631,643	5.3	98,058	26.84
3	74,677	17.7	60.30	4,502,760	9.1	224,031	20.10
4	42,873	10.2	78.25	3,354,875	6.7	171,492	19.56
5	30,393	7.2	84.37	2,564,292	5.2	151,965	16.87
6	17,676	4.2	96.77	1,710,455	3.4	106,056	16.13
7	26,153	6.2	100.82	2,636,772	5.3	183,071	14.40
8	13,356	3.2	101.51	1,355,743	2.7	106,848	12.69
9	7,875	1.9	107.42	845,969	1.7	70,875	11.94
10	20,562	4.9	117.06	2,407,082	4.8	205,620	11.71
11	4,113	1.0	132.98	546,958	1.1	45,243	12.09
12	9,458	2.2	143.03	1,352,747	2.7	113,496	11.92
13	4,136	1.0	150.71	623,340	1.3	53,768	11.59
14	19,963	4.7	162.09	3,235,786	6.5	279,482	11.58
15	9,987	2.4	145.84	1,456,550	2.9	149,805	9.72
16	4,121	1.0	179.78	740,872	1.5	65,936	11.24
17	3,299	0.8	180.66	596,010	1.2	56,083	10.63
18	3,862	0.9	172.66	666,804	1.4	69,516	9.59
19	1,771	0.4	209.50	371,022	0.8	33,649	11.03
20	3,546	0.8	212.55	753,687	1.5	70,920	10.63
21	9,749	2.3	223.39	2,177,787	4.4	204,729	10.64
22	2,225	0.5	251.91	560,506	1.1	48,950	11.45
23	1,645	0.4	249.51	410,448	0.8	37,835	10.85
24	1,530	0.4	239.30	366,123	0.7	36,720	9.97
25 - 29	8,290	2.0	246.92	2,046,950	4.1	223,664	9.15
30 - 39	10,808	2.6	212.07	2,292,004	4.6	347,693	6.59
40 - 59	7,328	1.7	268.80	1,969,753	4.0	336,648	5.85
60 - 89	5,586	1.3	306.45	1,711,811	3.4	380,071	4.50
90 - 179	8,119	1.9	515.38	4,184,332	8.4	973,062	4.30
180-over	1,580	0.4	976.17	1,542,346	3.1	350,491	4.40
Totals	421,561	100.0	118.04	49,761,271	100.0	5,213,628	9.54

¹ Exclusive of in transit traffic.

TABLE 13. Number and Expenditures of Canadian Travellers Returning to Canada via Plane in 1960, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person days	Average expenditure per person per day
			\$	\$			\$
1	22,623	5.0	64.07	1,449,520	1.4	22,623	64.07
2	43,282	9.6	97.56	4,222,451	4.1	86,564	48.78
3	48,693	10.8	121.66	5,924,129	5.7	146,079	40.55
4	44,220	9.8	152.65	6,750,361	6.6	176,880	38.16
5	38,589	8.5	168.18	6,490,041	6.3	192,945	33.64
6	23,580	5.2	189.48	4,467,841	4.3	141,480	31.58
7	28,146	6.2	201.02	5,657,820	5.5	197,022	28.72
8	14,142	3.1	222.61	3,148,141	3.1	113,136	27.83
9	9,056	2.0	226.96	2,055,387	2.0	81,504	25.22
10	24,675	5.5	244.18	6,025,100	5.8	246,750	24.42
11	5,129	1.1	243.01	1,246,391	1.2	56,419	22.09
12	11,427	2.5	269.12	3,075,233	3.0	137,124	22.43
13	6,569	1.5	286.26	1,880,450	1.8	85,397	22.02
14	30,116	6.7	276.20	8,318,077	8.1	421,624	19.73
15	11,626	2.6	305.88	3,556,162	3.5	174,390	20.39
16	6,191	1.4	317.45	1,965,318	1.9	99,056	19.84
17	4,891	1.1	324.18	1,585,562	1.5	83,147	19.07
18	5,482	1.2	331.62	1,817,929	1.8	98,676	18.42
19	3,207	0.7	338.74	1,086,327	1.1	60,933	17.83
20	5,566	1.2	340.13	1,893,160	1.8	111,320	17.01
21	14,330	3.2	348.90	4,999,792	4.9	300,930	16.61
22	2,081	0.5	349.52	727,356	0.7	45,782	15.89
23	2,174	0.5	348.01	756,580	0.7	50,002	15.13
24	1,944	0.4	359.17	698,223	0.7	46,656	14.97
25- 29	9,186	2.0	383.80	3,525,517	3.4	245,082	14.39
30- 39	14,042	3.1	392.83	5,516,053	5.4	453,697	12.16
40- 59	6,890	1.5	480.08	3,307,738	3.2	318,663	10.38
60- 89	5,917	1.3	524.98	3,106,333	3.0	400,463	7.76
90-179	6,132	1.4	869.32	5,330,676	5.2	726,581	7.34
180-over	1,622	0.4	1,482.49	2,404,606	2.3	340,296	7.07
Totals	451,528	100.0	228.09	102,988,274	100.0	5,661,221	18.19

TABLE 14. State of Destination, Reported by Canadian Travellers, Questionnaire Survey 1960
 Percentage of Persons Reporting Visits of 48 Hours and Over

State of destination	Calendar year	First quarter	Second quarter	Third quarter	Fourth quarter
	per cent				
New York	25.81	22.67	23.83	25.79	31.44
Florida	12.72	27.62	19.25	4.21	5.47
Washington	9.99	8.25	10.12	10.36	10.97
Michigan	9.32	7.27	9.13	10.32	9.80
California	7.29	8.77	9.02	5.91	6.36
Massachusetts	4.11	2.92	2.86	5.51	4.17
Maine	3.33	0.90	1.49	6.13	2.81
Minnesota	3.13	2.05	3.00	3.86	3.00
Illinois	2.54	2.51	1.97	2.53	3.27
Oregon	2.28	1.57	1.49	3.33	1.98
Ohio	2.19	1.83	1.77	2.64	2.22
New Jersey	2.06	1.35	1.43	3.25	1.30
Vermont	2.02	0.92	1.30	2.58	2.93
Pennsylvania	1.57	1.45	1.32	1.61	1.88
North Dakota	1.12	0.73	0.86	0.89	2.23
Dist. of Columbia	1.04	0.86	1.40	0.92	1.04
New Hampshire	0.75	0.25	0.34	1.29	0.75
Montana	0.74	0.26	0.56	0.98	1.03
Arizona	0.69	1.35	1.23	0.15	0.41
Virginia	0.68	0.26	0.93	0.80	0.62
Connecticut	0.67	0.72	0.42	0.84	0.59
Idaho	0.55	0.24	0.49	0.91	0.26
Texas	0.55	0.81	0.67	0.43	0.37
Wisconsin	0.51	0.45	0.47	0.55	0.52
Indiana	0.41	0.43	0.43	0.39	0.41
Missouri	0.32	0.20	0.44	0.22	0.49
Rhode Island	0.29	0.19	0.24	0.28	0.45
Tennessee	0.28	0.26	0.22	0.28	0.36
Louisiana	0.27	0.39	0.31	0.12	0.37
North Carolina	0.26	0.26	0.39	0.20	0.19
Nevada	0.25	0.23	0.33	0.23	0.20
Colorado	0.23	0.09	0.20	0.32	0.24
Maryland	0.20	0.22	0.21	0.19	0.21
Iowa	0.18	0.22	0.11	0.17	0.22
Wyoming	0.16	0.01	0.04	0.34	0.10
Kentucky	0.15	0.07	0.24	0.10	0.23
South Carolina	0.15	0.07	0.28	0.13	0.09
Utah	0.15	0.12	0.23	0.14	0.11
Alaska	0.14	0.08	0.04	0.24	0.11
Georgia	0.14	0.11	0.17	0.10	0.19
Oklahoma	0.13	0.18	0.17	0.08	0.14
West Virginia	0.13	0.15	0.19	0.12	0.07
Delaware	0.08	0.05	0.05	0.13	0.06
Kansas	0.08	0.09	0.10	0.07	0.09
New Mexico	0.08	0.25	0.04	0.05	0.03
Alabama	0.07	0.11	0.10	0.03	0.07
Nebraska	0.07	0.06	0.05	0.11	0.06
South Dakota	0.07	0.05	0.02	0.12	0.05
Mississippi	0.03	0.07	0.04	0.02	0.02
Arkansas	0.02	0.03	0.01	0.03	0.02
Totals	100.00	100.00	100.00	100.00	100.00

**TABLE 16. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province and Month of Entry, 1960**

Province of entry	Length of stay in Canada ¹		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
Atlantic Provinces.....	224, 324	153, 347	1, 260, 655	94, 857
Quebec.....	295, 068	327, 889	181, 698	107, 172
Ontario.....	2, 809, 937	1, 970, 479	890, 139	190, 500
Manitoba	49, 816	43, 956	52, 238	22, 917
Saskatchewan	19, 816	23, 130	13, 332	6, 817
Alberta.....	14, 946	42, 025	21, 105	8, 791
British Columbia	143, 235	250, 846	62, 640	53, 361
Yukon Territory	225	13, 507	8	1, 950
Canada.....	3, 557, 367	2, 825, 179	2, 481, 815	486, 365
Month of entry	Length of stay in Canada ¹		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
January	154, 593	78, 574	142, 505	43, 385
February	133, 689	77, 393	130, 307	44, 665
March	160, 707	84, 936	150, 101	47, 794
April.....	263, 101	133, 167	171, 477	39, 292
May.....	296, 404	210, 024	203, 535	39, 188
June	357, 946	309, 351	236, 583	39, 177
July	603, 834	621, 038	314, 601	37, 916
August	574, 953	565, 062	331, 083	39, 976
September	341, 353	326, 046	251, 462	37, 414
October	271, 277	185, 519	216, 705	39, 854
November.....	214, 733	121, 594	178, 149	40, 736
December.....	184, 777	112, 475	155, 307	36, 968
Totals	3, 557, 367	2, 825, 179	2, 481, 815	486, 365

¹ Columns 1 and 2 include a small number of bicycles, motorcycles and other vehicles.

TABLE 17. Number of Foreign Travellers Entering Canada from the United States, by Province of Entry, 1956 - 60

Province of entry	1956	1957	1958	1959	1960
Rail¹					
Atlantic Provinces	12, 476	9, 881	9, 213	7, 790	3, 665
Quebec	121, 803	114, 742	104, 275	97, 481	88, 307
Ontario	183, 634	168, 527	147, 621	130, 747	113, 272
Manitoba	20, 482	18, 708	17, 685	17, 806	17, 962
Saskatchewan.....	9, 329	8, 349	6, 710	7, 429	4, 410
Alberta	1, 580	1, 570	1, 763	2, 095	1, 490
British Columbia	43, 254	44, 275	48, 130	43, 437	39, 637
Yukon Territory	9, 814	10, 085	7, 464	10, 533	10, 784
Canada	402, 372	376, 137	342, 861	317, 318	279, 527
Boat					
Atlantic Provinces	4, 495	4, 223	4, 832	4, 451	5, 606
Quebec	3, 750	5, 607	5, 734	6, 499	7, 103
Ontario	243, 682	258, 139	221, 443	268, 638	294, 444
Manitoba	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	147, 547	150, 448	99, 864	139, 757	132, 140
Yukon Territory	2	9	4	7	12
Canada	399, 476	418, 426	331, 877	419, 352	439, 305
Bus²					
Atlantic Provinces	8, 072	8, 329	7, 523	7, 679	8, 224
Quebec	51, 158	59, 408	63, 839	66, 968	68, 844
Ontario	233, 930	255, 830	245, 161	264, 605	281, 034
Manitoba	6, 643	7, 185	6, 922	7, 006	7, 988
Saskatchewan.....	645	168	167	704	455
Alberta	3, 132	6, 760	7, 180	7, 491	7, 327
British Columbia	34, 912	37, 551	38, 294	36, 306	40, 036
Yukon Territory	432	—	915	1, 368	1, 624
Canada	338, 924	375, 231	370, 001	392, 127	415, 532
Aeroplane					
Atlantic Provinces	13, 032	15, 176	15, 400	19, 484	19, 155
Quebec	81, 309	89, 957	92, 360	112, 382	119, 301
Ontario	135, 075	150, 185	156, 028	183, 362	176, 430
Manitoba	12, 278	15, 009	16, 303	17, 229	20, 350
Saskatchewan.....	1, 717	1, 814	2, 608	2, 452	2, 864
Alberta	13, 658	19, 807	14, 617	19, 198	16, 200
British Columbia	46, 598	50, 206	61, 326	67, 148	71, 399
Yukon Territory ³	11, 051	10, 487	9, 395	9, 991	9, 116
Canada	314, 718	352, 641	368, 037	431, 246	434, 815

¹ After deducting in transit passengers across Southern Ontario.² Exclusive of local bus traffic between border communities but including in transit traffic.³ Yukon Territory traffic is practically all in transit to and from Alaska.

**TABLE 18. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1956-60**

Month	1956	1957	1958	1959	1960
Rail (gross entries)					
January	73,793	52,636	50,607	52,460	46,779
February	59,712	52,861	45,436	39,856	43,475
March	58,495	46,413	35,558	39,730	37,265
April	59,913	54,316	44,950	39,940	42,161
May	63,314	58,119	50,171	47,382	46,280
June	89,728	72,750	69,394	64,180	61,050
July	106,914	94,177	80,513	77,256	73,265
August	103,283	85,252	82,379	74,504	69,347
September	76,639	55,803	51,542	49,280	50,524
October	60,307	46,248	42,922	40,886	39,218
November	53,923	42,680	39,624	41,120	31,827
December	76,120	58,438	57,896	55,655	48,958
Totals	882,141	719,693	650,992	622,249	590,149
Rail (Net entries)¹					
January	26,733	20,579	22,276	21,262	17,996
February	25,150	25,257	26,335	18,564	19,110
March	23,508	23,643	17,270	18,736	15,847
April	25,001	28,390	20,148	17,684	17,165
May	27,060	31,186	26,516	24,060	21,899
June	45,293	42,244	40,709	38,859	33,899
July	57,610	59,965	49,657	48,717	41,498
August	53,428	49,423	48,499	43,214	36,231
September	35,724	27,770	26,843	25,623	22,979
October	27,329	23,113	20,396	20,335	17,804
November	23,701	18,654	18,461	17,491	13,499
December	31,835	25,913	25,751	22,773	21,600
Totals	402,372	376,137	342,861	317,318	279,527
Boat					
January	1,395	1,258	1,815	2,395	651
February	1,446	1,421	1,691	1,697	1,227
March	1,793	2,834	2,174	2,952	1,782
April	3,021	3,697	3,669	1,579	1,680
May	16,500	21,555	20,406	21,709	17,852
June	56,347	56,890	34,932	59,503	60,599
July	122,785	134,116	90,942	130,830	133,043
August	131,623	135,503	121,662	131,092	140,063
September	48,666	45,618	38,947	53,680	63,290
October	9,861	10,562	10,300	10,905	15,015
November	3,062	3,086	3,007	1,737	3,008
December	2,977	1,886	2,332	1,273	1,095
Totals	399,476	418,426	331,877	419,352	439,305

¹ After deducting in transit passengers.

**TABLE 18. Number of Foreign Travellers Entering Canada from the United States,
by Month of Entry, 1956-60 — Concluded**

Month	1956	1957	1958	1959	1960
Bus¹					
January	9,492	10,925	12,689	12,221	12,793
February	12,061	12,342	9,721	12,858	13,633
March	12,050	13,023	13,718	13,255	13,316
April	18,357	21,109	23,025	25,653	26,543
May	29,398	35,097	35,350	37,105	39,377
June	39,169	47,005	46,726	46,264	48,115
July	65,222	74,184	69,870	75,010	84,406
August	66,337	78,714	74,284	71,477	72,389
September	32,691	34,786	27,807	42,747	40,636
October	25,122	19,512	24,417	22,097	27,840
November	15,180	15,857	16,933	17,483	19,400
December	13,845	12,677	15,461	15,957	17,084
Totals	338,924	375,231	370,001	392,127	415,532
Aeroplane²					
January	16,946	18,817	20,640	21,549	25,235
February	16,493	18,295	19,607	21,082	23,556
March	18,285	21,427	22,795	23,477	25,766
April	20,553	22,732	24,344	29,322	27,858
May	27,621	31,664	33,269	38,024	37,504
June	38,948	41,028	42,833	49,525	52,499
July	37,078	43,901	43,007	53,543	52,068
August	38,078	45,077	46,384	54,407	53,220
September	31,740	35,708	34,902	43,925	47,324
October	27,624	30,173	32,773	37,544	36,532
November	21,204	21,942	24,092	29,910	27,065
December	20,148	21,877	23,391	28,938	26,188
Totals	314,718	352,641	368,037	431,246	434,815

¹ Exclusive of local bus traffic between border communities but including in transit traffic.

² Including traffic in transit to and from Alaska.

TABLE 19. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-Entry into Canada, 1956-60

Province of re-entry	1956	1957	1958	1959	1960
Length of stay — 24 hours or less					
Atlantic Provinces	1,615,748	1,692,852	1,671,214	1,717,825	1,841,852
Quebec	1,086,593	1,169,503	1,116,431	1,080,609	1,031,255
Ontario	2,759,531	2,864,208	3,019,548	2,999,515	3,092,997
Manitoba	136,752	137,949	141,089	143,471	158,501
Saskatchewan	75,043	86,364	82,622	78,496	79,151
Alberta	64,567	51,935	44,593	43,520	53,403
British Columbia	569,786	624,361	707,686	789,200	884,711
Yukon Territory	1,495	2,449	1,385	1,271	437
Canada¹	6,309,515	6,629,621	6,784,568	6,853,907	7,142,307
Length of stay — Over 24 hours					
Atlantic Provinces	127,366	152,791	149,265	167,829	142,266
Quebec	373,757	403,802	367,941	369,228	378,173
Ontario	478,872	476,225	471,324	510,873	535,481
Manitoba	65,979	71,864	73,387	79,138	79,710
Saskatchewan	31,486	32,481	31,911	32,202	33,191
Alberta	65,050	58,552	44,718	42,005	46,410
British Columbia	203,723	228,773	235,323	250,477	268,234
Yukon Territory	387	609	386	475	607
Canada¹	1,346,620	1,425,097	1,374,255	1,452,227	1,484,072
Commercial vehicles					
Atlantic Provinces	137,853	132,536	115,691	118,302	142,236
Quebec	183,390	172,788	147,609	143,197	160,623
Ontario	232,944	244,371	218,691	255,144	256,356
Manitoba	28,125	22,220	26,559	32,469	34,293
Saskatchewan	12,156	10,128	8,037	8,476	7,927
Alberta	13,138	11,169	11,229	9,435	11,995
British Columbia	31,297	32,752	38,880	41,955	41,659
Yukon Territory	355	1,423	511	419	190
Canada	639,258	627,387	567,207	609,397	655,279

¹ Includes 12,503 motorcycles, 65,747 bicycles and 195,097 taxis in 1960.

TABLE 20. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1956-60

Month	1956	1957	1958	1959	1960
Length of stay — 24 hours or less					
January	383,268	399,596	420,733	403,501	436,748
February	354,860	404,559	374,721	394,839	418,745
March	427,869	492,090	488,951	501,240	464,460
April	481,004	536,541	564,198	541,723	589,616
May	559,558	587,888	611,769	648,348	653,732
June	594,178	644,667	634,245	637,943	648,691
July	737,228	737,969	756,732	857,868	880,880
August	689,141	719,408	812,532	774,985	783,444
September	576,327	601,845	627,393	608,749	639,676
October	556,788	533,309	550,348	543,864	619,552
November	467,583	481,531	477,600	455,063	513,396
December	481,711	490,218	467,346	485,784	493,367
Totals¹	6,309,515	6,629,621	6,784,568	6,853,907	7,142,307
Length of stay — Over 24 hours					
January	44,702	47,732	52,324	51,856	52,940
February	40,440	45,277	43,904	48,679	47,288
March	56,831	68,041	68,268	84,997	56,104
April	95,988	111,959	103,708	86,072	111,585
May	97,891	110,349	100,646	116,685	115,287
June	102,719	118,480	111,402	108,328	112,445
July	230,627	234,430	220,317	242,715	268,408
August	233,583	250,895	264,661	282,549	262,222
September	152,261	152,729	141,916	160,793	162,850
October	130,197	124,798	126,082	124,637	140,106
November	83,674	85,387	77,465	73,674	84,299
December	77,707	75,020	63,562	71,242	70,538
Totals¹	1,346,620	1,425,097	1,374,255	1,452,227	1,484,072
Commercial vehicles					
January	58,587	66,131	53,973	55,089	65,213
February	61,397	62,256	50,981	49,554	62,903
March	52,016	54,107	48,366	48,310	56,294
April	42,682	44,607	41,696	45,977	44,531
May	49,300	51,601	45,720	48,937	51,639
June	50,890	49,634	44,326	51,730	54,786
July	52,550	54,167	45,251	52,703	52,054
August	54,034	51,965	43,880	49,054	54,604
September	51,334	48,087	46,349	52,545	53,617
October	57,800	51,223	50,309	53,258	54,062
November	52,597	46,992	43,144	47,151	50,702
December	56,071	46,617	53,212	55,089	54,874
Totals	639,258	627,387	567,207	609,397	655,279

¹ Includes 12,503 motorcycles, 65,747 bicycles and 195,097 taxis in 1960.

TABLE 21. Number of Canadian Travellers Returning from the United States, by Province of Re-Entry into Canada, 1956-60

Province of re-entry	1956	1957	1958	1959	1960
Rail					
Atlantic Provinces	14,201	12,596	12,096	9,766	4,110
Quebec	155,634	136,478	129,716	117,452	104,116
Ontario	222,747	205,094	180,553	172,955	154,073
Manitoba	22,085	20,629	18,716	18,216	16,806
Saskatchewan	4,069	3,462	3,154	2,260	2,146
Alberta	—	—	—	—	—
British Columbia	65,745	65,118	60,122	58,546	49,516
Yukon Territory	1,356	1,635	1,023	1,323	1,629
Canada	485,837	445,012	405,380	380,518	332,396
Boat					
Atlantic Provinces	21,701	21,661	16,335	15,031	12,147
Quebec	1,865	3,401	3,370	3,351	5,402
Ontario	45,995	37,557	65,954	81,293	86,914
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	32,563	32,581	30,834	24,710	19,053
Yukon Territory	23	13	23	29	37
Canada	102,147	95,213	116,516	124,414	123,553
Bus¹					
Atlantic Provinces	12,663	12,608	10,042	10,284	9,487
Quebec	78,064	78,333	77,139	81,697	88,444
Ontario	225,803	235,042	223,230	226,642	228,005
Manitoba	28,599	29,000	27,385	23,244	21,720
Saskatchewan	877	392	141	145	373
Alberta	5,268	5,087	4,302	4,652	3,878
British Columbia	84,223	93,259	92,846	90,029	93,158
Yukon Territory	126	—	23	—	156
Canada	435,623	453,721	435,108	436,693	445,221
Aeroplane					
Atlantic Provinces	8,913	9,583	11,624	13,892	15,692
Quebec	91,544	98,868	102,758	120,259	128,810
Ontario	147,902	166,496	180,921	209,493	224,978
Manitoba	6,698	7,204	8,016	10,331	11,717
Saskatchewan	565	733	1,164	1,626	853
Alberta	5,248	8,044	7,984	12,180	14,370
British Columbia	38,774	41,035	47,619	53,929	54,722
Yukon Territory	648	689	1,020	932	386
Canada	300,292	332,652	361,106	422,642	451,528

¹ Exclusive of local bus traffic between border communities.

**TABLE 22. Number of Canadian Travellers Returning from the United States,
by Month of Re-Entry into Canada, 1956 - 60**

Month	1956	1957	1958	1959	1960
Rail (Gross entries)					
January	38,793	34,340	32,926	34,258	31,180
February	31,848	30,116	24,971	26,242	25,466
March	35,580	42,179	29,087	36,606	26,556
April	52,322	43,125	39,124	31,447	37,403
May	34,951	34,450	30,075	29,555	24,651
June	32,758	30,163	28,505	25,608	21,803
July	49,722	47,452	40,005	36,596	33,185
August	55,947	50,191	52,799	43,233	37,076
September	42,045	36,607	33,428	30,284	25,873
October	42,718	36,319	34,758	31,418	26,043
November	30,896	28,484	26,451	26,142	19,705
December	38,257	31,586	33,251	29,129	23,455
Totals	485,837	445,012	405,380	380,518	332,396
Rail (Net entries)¹					
January	38,365	33,957	32,421	33,920	30,770
February	31,513	29,786	24,613	25,907	25,156
March	35,139	41,762	28,640	36,189	26,255
April	51,909	42,603	38,487	30,920	36,891
May	34,463	34,022	29,541	29,102	24,265
June	32,318	29,626	28,017	25,223	21,488
July	49,252	46,769	39,543	36,065	32,855
August	55,360	49,466	52,336	42,774	36,650
September	41,638	36,151	32,968	29,871	25,434
October	42,254	35,788	34,353	31,009	25,663
November	30,362	27,954	26,050	25,739	19,315
December	37,721	31,003	32,785	28,685	23,107
Totals	480,294	438,887	399,754	375,404	327,849
Boat					
January	2,652	2,626	2,748	2,295	1,370
February	3,176	2,866	3,647	3,006	1,479
March	3,360	2,928	3,777	4,307	941
April	3,970	4,784	5,351	2,651	2,089
May	5,258	5,287	5,224	5,719	3,946
June	9,175	10,388	9,430	13,720	12,244
July	21,433	19,018	26,004	33,524	34,914
August	26,994	21,528	34,560	34,107	40,492
September	11,236	10,753	12,868	14,365	17,131
October	6,814	6,495	5,017	6,040	4,211
November	3,552	4,954	4,667	2,888	2,796
December	4,527	3,586	3,223	1,792	1,940
Totals	102,147	95,213	116,516	124,414	123,553

¹ After deducting in transit passengers.

**TABLE 22. Number of Canadian Travellers Returning from the United States,
by Month of Re-Entry into Canada, 1956 - 60 — Concluded**

Month	1956	1957	1958	1959	1960
Bus¹					
January	20,279	22,300	21,365	23,679	24,306
February	19,023	19,451	19,253	20,529	20,830
March	23,722	28,887	23,868	31,462	24,173
April	34,923	37,585	35,225	32,551	38,820
May	40,637	37,889	38,654	37,806	41,169
June	51,987	51,371	51,728	50,715	52,351
July	61,656	59,642	59,037	55,455	57,540
August	68,496	70,879	67,281	63,717	59,814
September	41,277	45,309	39,566	39,174	40,074
October	27,824	33,262	33,137	34,698	35,175
November	23,591	23,057	23,484	23,339	27,509
December	22,208	24,089	22,510	23,568	23,460
Totals	435,623	453,721	435,108	436,693	445,221
Aeroplane					
January	23,884	28,486	31,634	32,882	40,997
February	22,245	24,847	26,087	29,644	36,164
March	27,857	32,860	33,142	41,929	42,749
April	32,125	32,289	37,011	42,302	46,990
May	26,588	29,573	31,042	37,389	38,820
June	25,165	24,442	27,512	32,701	34,092
July	20,864	25,402	27,060	30,391	33,395
August	24,653	29,374	33,650	36,566	38,397
September	25,446	27,971	27,229	36,968	38,371
October	28,543	29,738	33,550	37,783	39,165
November	23,213	24,403	28,623	32,785	32,267
December	19,709	23,267	24,566	31,302	30,121
Totals	300,292	332,652	361,106	422,642	451,528

¹ Exclusive of local bus traffic between border communities.

Classification Definitions used in this Report

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles and bicycles.

3. Foreign Vehicles Inward

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and is surrendered when departing at the port of exit.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as "Repeats" and entered under the appropriate heading. Persons holding this type of permit are usually familiar to port officials.

Permits showing entry into Canada and exit to the United States on the same day are entered in the first column with length of stay in Canada as 24 hours or less. The remainder of the travellers' vehicle permits (including the first trip of standing (L) permits) are recorded in the second column with length of stay as over 24 hours. Repeat trips of vehicles using standing (L) permits are recorded in the third column captioned "Repeats and Taxis." Taxis operate under a special permit and, therefore, are not included in columns 1 or 2.

4. Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay, depending upon whether they are abroad for more or less than 24 hours.

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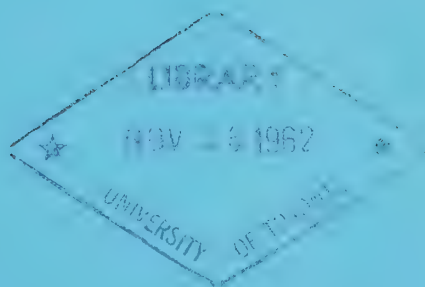
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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1961



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1961

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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

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TRAVEL BETWEEN CANADA AND OTHER COUNTRIES 1961

Introductory Review of Travel Between Canada and Other Countries

The aggregate of receipts from residents of other countries travelling in Canada during 1961 amounted to \$482 million, an increase of \$62 million or almost 15 per cent over the 1960 figure. The total comprised \$435 million from residents of the United States and \$47 million from residents of other countries. Most of the increase was due to a \$60 million or 16 per cent rise in receipts from United States travellers, while overseas visitors advanced their spending by \$2 million or 4.4 per cent. At the same time, the volume of travel from the United States recorded an increase of 819,000 persons or 2.8 per cent.

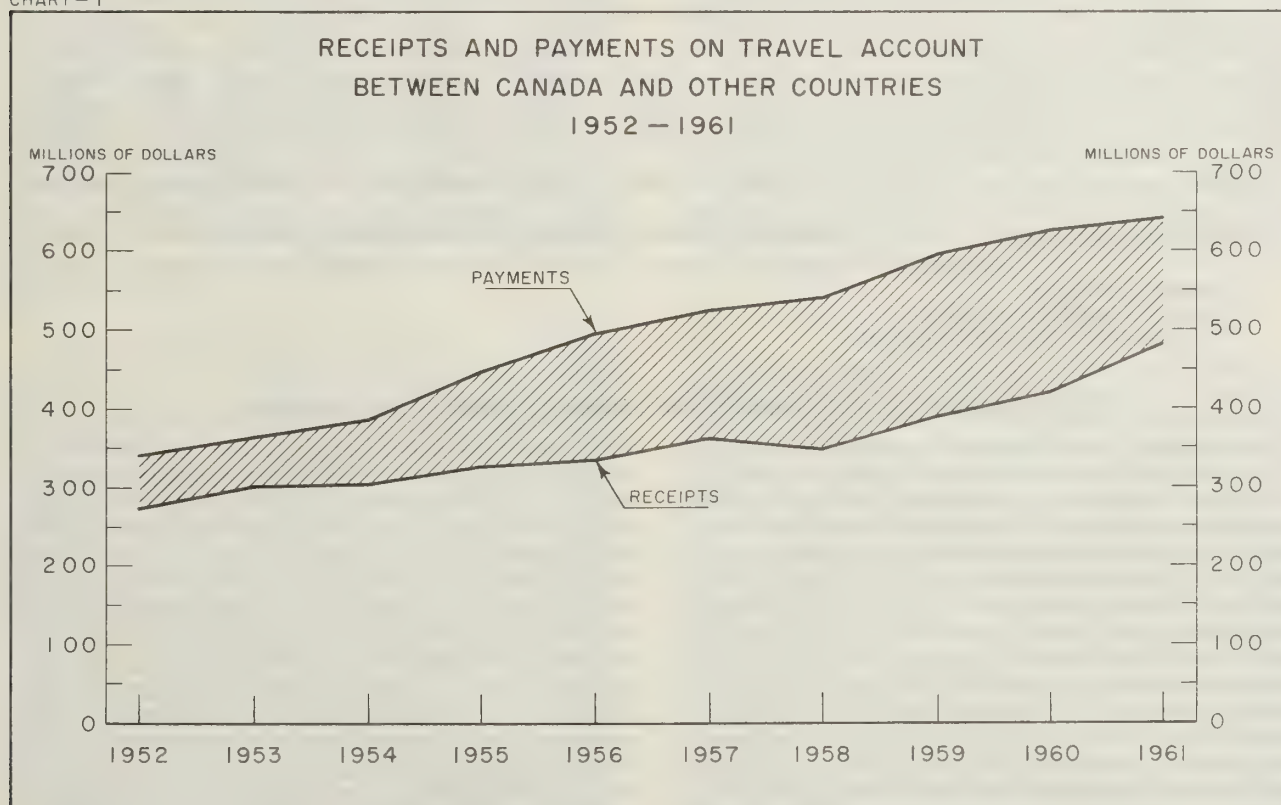
Canadian expenditures on foreign travel in 1961 amounted to \$642 million, marking a gain of \$15 million or slightly over 2 per cent in comparison with 1960. Payments for travel in the United States (including Hawaii), which amounted to \$459 million, were approximately \$3 million or nearly 1 per cent

lower than in 1960, marking the first decrease in the U.S. account since 1948. However, travel expenditures in countries other than the United States rose by \$18 million or 11 per cent to a record high of \$183 million. Canadians also travelled in record numbers during 1961, with 29.3 million visits to the United States and 283,000 trips overseas. The increase in travel to the United States amounted to 243,000 visits or about 1 per cent and there were 42,000 or between 17 and 18 per cent more journeys overseas.

The balance of payments deficit on travel account between Canada and other countries, which amounted to \$160 million in 1961, represented a considerable decline of \$47 million or 23 per cent in comparison with the 1960 figure. Although the deficit with the United States fell sharply to \$24 million, the third reduction in as many years, the imbalance with other countries advanced by \$16 million or just over 13 per cent to \$136 million.

CHART - I

RECEIPTS AND PAYMENTS ON TRAVEL ACCOUNT BETWEEN CANADA AND OTHER COUNTRIES 1952 - 1961



United States Travel in Canada

United States residents travelling in Canada during 1961 spent a record \$435.3 million, marking an increase of \$60.2 million or 16 per cent in comparison with the previous year. Furthermore, gains were recorded throughout each of the four quarters, with the most noticeable advance appearing in the third quarter where visitor spending rose by \$33.8 million or 16.5 per cent. Substantial increases were noted in the remaining quarters as well—\$3.7 million or about 12 per cent in the first, \$10.7 million or 14.5 per cent in the second and \$12 million or 18.5 per cent in the final quarter.

The combination of an increase in the number of visits together with a higher average outlay per person produced the significant gain noted in

receipts compared with 1960. In 1961, residents of the United States made 30.5 million trips to Canada, which was an expansion of 0.8 million or 2.8 per cent compared with the volume in 1960, while the average expenditure per person for the year was up by approximately 13 per cent. The greatest rise in volume occurred in the third quarter, during which there were an additional 668,000 or 5 per cent more entries than in the same period of 1960. Other quarters also showed increased volumes—21,000 or about one-half per cent in the first, 72,000 or 1 per cent in the second and 58,000 or just over 1 per cent in the fourth quarter. The average amount spent per person revealed its sharpest rise over 1960 in the fourth quarter, amounting to a gain of roughly 17 per cent.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1958-61

Type of transportation	Number of persons				Expenditures			
	1958	1959	1960	1961	1958	1959	1960	1961 ¹
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic	11,542	9,025 ²	—	—	31.0	28.4 ³	—	—
Customs permits	7,476	8,847 ³	18,344 ³	19,294 ³	140.8	163.4 ³	219.9 ³	267.1 ³
Repeat trips of permit holders	3,644	4,959	4,927	4,694	—	—	—	—
Totals	22,662	22,831	23,271	23,988	171.8	191.8	219.9	267.1
Non-automobile:								
Plane	368	432	435	486	41.4	50.7	52.7	63.4
Bus	370	392	416	415	26.3	26.9	31.6	34.3
Rail	651	619	590	512	34.7	35.9	30.7	29.1
Boat	332	419	439	466	15.1	21.0	18.2	20.4
Other	4,148	5,188	4,504	4,607	20.1	24.8	22.0	21.0
Totals	5,869	7,050	6,384	6,486	137.6	159.3	155.2	168.2
Grand totals	28,531	29,881	29,655	30,474	309.4	351.1	375.1	435.3

¹ Subject to revision.

² January-September inclusive.

³ Not comparable with previous years.

United States Travel Expenditures in Canada by Types of Transportation

As usual, non-residents entering Canada by car constitute the largest single group of visitors by type of transportation and also account for the majority of receipts. In 1961, United States travellers motoring to Canada numbered 23,988,000, which was a 717,000 or around 3 per cent increase over the 1960 volume. In addition, a higher average expenditure per person raised the total amount spent to \$267.1 million, a gain of some \$47.2 million or between 21 and 22 per cent. A quarterly analysis reveals that, in each case, receipts were higher than in the corresponding periods of 1960. The greatest absolute increase amounted to \$21.8 million and occurred in the third quarter, while the largest percentage gain was attributable to the first quarter (43.4 per cent). Other less marked advances

were noted in the second quarter (\$9 million or between 23 and 24 per cent) and the fourth quarter (\$10.8 million or between 26 and 27 per cent). The volume of automobile visitors reached a peak in the third quarter of 1961, during which time there were 435,000 persons or roughly 4 per cent more entries than in the same period of 1960. Motorists arriving in the fourth quarter, however, showed a slight decrease of 76,000 or just under 2 per cent, although a rise in the average expenditure per person was sufficient to effect the increase in receipts noted above. A further comparison with 1960 data reveals that the number of persons travelling by car was up by 210,000 or about 8 per cent in the first quarter and by 148,000 or close to 3 per cent in the second.

**STATEMENT 2. Number of Non-Residents Entering Canada from the United States,
compiled Quarterly, 1961**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
24 hours or less	2,154	3,981	7,052	2,796	15,983
Over 24 hours	645	1,607	4,616	1,137	8,005
Totals	2,799	5,588	11,668	3,933	23,988
Non-automobile:					
Plane	76	125	182	103	486
Bus	50	107	193	65	415
Rail	101	129	172	110	512
Boat	3	82	362	19	466
Other	759	1,267	1,514	1,067	4,607
Totals	989	1,710	2,423	1,364	6,486
Grand totals	3,788	7,298	14,091	5,297	30,474

Non-resident entries from the United States by plane for the year 1961 numbered 486,000, representing an increase of 51,000 or approximately 12 per cent over 1960. These travellers spent \$63.4 million in Canada, signifying a substantial rise of \$10.7 million or just over 20 per cent. Receipts in the third quarter alone advanced by \$6.7 million or between 29 and 30 per cent, with the second quarter showing a gain of \$3.4 million or 27 per cent. Similarly, expenditures by plane travellers in the fourth quarter increased by \$0.9 million or between 9 and 10 per cent. However, receipts in the first quarter experienced a slight decline of \$0.3 million or almost 4 per cent, in spite of a gain of roughly 3 per cent in the number of visits. The third quarter displayed the most significant gain in volume, accounting for 29,000 or 19 per cent more arrivals than in the corresponding period of 1960. Entries were also higher throughout the remainder of the year—7,000 or nearly 6 per cent in the second quarter and 13,000 or between 14 and 15 per cent in the final quarter.

United States residents travelling to Canada via bus in 1961 numbered 415,000, marking a slight drop in volume of 1,000 persons or less than one-half per cent. Their expenditures, on the other hand, which amounted to \$34.3 million, rose by \$2.7 million or between 8 and 9 per cent owing to a higher average outlay per person. Moreover, receipts recorded gains in each quarter, most notably a \$1.1 million or close to 21 per cent expansion during the second, at a time when there were about 7,000 or 6 per cent fewer visits. Similarly, payments by bus travellers increased some \$0.3 million or between 1 and 2 per cent in the third quarter while the number of persons involved declined by 5,000 or between 2 and 3 per cent. The largest percentage gains were noted in the first quarter where arrivals by bus were up 25 per cent and payments advanced 43 per cent over the same period of 1960. Finally, the fourth quarter revealed a \$0.4 million or almost 9 per cent growth in receipts accompanied by an advance of between 1 and 2 per cent in the entries.

Non-resident entries from the United States by rail amounted to 512,000 in 1961 (including in transit passengers across Southern Ontario), a decrease of 78,000 persons or approximately 13 per cent below the 1960 figure. Expenditures, which amounted to \$29.1 million, were down by \$1.6 million or about 5 per cent. The only increase recorded in connection with non-resident entries by rail was a gain of \$1.7 million or nearly 12 per cent in receipts for the third quarter, even though the number of visits for that period decreased by 21,000 or almost 11 per cent. Declines in receipts for the remaining quarters amounted to \$1.8 million or 36 per cent in the first, \$1 million or around 15 per cent in the second, and \$0.5 million or between 10 and 11 per cent in the fourth. At the same time, the volume of travel by rail experienced a drop of 27,000 or 21 per cent in the first quarter, 20,000 or between 13 and 14 per cent in the second, and 10,000 or over 8 per cent less in the fourth quarter, when compared with 1960 data.

Visitors from the United States who entered Canada by boat numbered 466,000 in 1961, marking an increase of 27,000 or slightly more than 6 per cent. Expenditures recorded an even greater gain as they advanced by \$2.2 million or roughly 12 per cent over the 1960 figure. However, a quarterly breakdown reveals a decrease in both volume and expenditures during the first quarter. In addition, receipts from boat travellers experienced a slight decline of \$0.1 million or approximately 2 per cent in the second quarter which resulted from a lower average expenditure as the number of visits during this time was up by between 2 and 3 per cent. Largest gains were recorded in the third quarter which experienced a rise of 26,000 persons or nearly 8 per cent in volume and a \$2.6 million or close to 21 per cent expansion in receipts. The number of boat travellers in the fourth quarter showed very little change over 1960 but their expenditures were down by around 17 per cent.

**STATEMENT 3. Expenditures of Non-Residents Entering Canada from the United States,
compiled Quarterly, 1961¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
24 hours or less	2.9	6.3	10.7	5.0	24.9
Over 24 hours	15.6	40.9	139.3	46.4	242.2
Totals	18.5	47.2	150.0	51.4	267.1
Non-automobile:					
Plane	7.7	16.0	29.3	10.4	63.4
Bus	3.0	6.4	19.9	5.0	34.3
Rail	3.2	5.6	16.1	4.2	29.1
Boat	0.1	4.2	15.1	1.0	20.4
Other ²	2.9	5.1	8.1	4.9	21.0
Totals	16.9	37.3	88.5	25.5	168.2
Grand totals	35.4	84.5	238.5	76.9	435.3

¹ Subject to revision.

² Includes \$4.3 million paid to Canadian carriers by U.S. residents in transit.

Non-residents travelling to Canada by "Other" forms of transportation in 1961 registered a moderate increase of 103,000 or just over 2 per cent in comparison with 1960. Their payments, on the other hand, declined by \$1 million or between 4 and 5 per cent and can be traced to the first half of the year. In the first quarter, volume of travel suffered a drop of 173,000 persons or between 18 and 19 per cent and spending was down some \$0.6 million or 17 per cent. Similarly, visits in the second quarter declined by 58,000 persons or between 4 and 5 per cent and receipts fell \$1.7 million or 25 per cent. Although travel by "Other" means increased by 204,000 or between 15 and 16 per cent in the third quarter, and 130,000 or 14 per cent in the fourth, expenditures did not rise sufficiently to cause an increase for the year. "Other" travellers spent \$0.7 million or between 9 and 10 per cent more in the July-September period and \$0.6 million or 14 per cent more from October-December.

In summary, total entries of non-residents by rail, bus, boat, plane and "Other" forms of travel for the year 1961 numbered 6,486,000, an advance of 102,000 or between 1 and 2 per cent. Expenditures by the non-automobile group of visitors amounted to \$168.2 million, marking a gain of \$13 million or between 8 and 9 per cent over the 1960 total. The first quarter was characterized by decreases in volume (189,000 or 16 per cent) and expenditures (\$1.9 million or 10 per cent) while the second showed a growth of \$1.7 million or close to 5 per cent in receipts in spite of a 76,000 or roughly 4 per cent reduction in the number of visits. Increases were noted throughout the remainder of the year, with the most significant being a \$12 million increase in expenditures during the third quarter, attributed to a rise in volume of 233,000 persons or between 10 and 11 per cent. The fourth quarter also showed gains over 1960 data, as non-automobile entries advanced by 134,000 or 11 per cent and payments rose some \$1.2 million or 5 per cent.

Analysis of United States Motor Traffic to Canada by State of Origin

United States automobile traffic entering Canada during 1961 is classified according to state of origin, grouped by regions, in Table 7. It should be noted that data pertain to visits lasting over 24 hours only. Compilations of data show that there were 2,908,163 entries, with the largest group originating in the North-Eastern region of the United States. In 1961, some 1,268,405 foreign vehicles or 43.6 per cent of the total originated in this area. Although this marked a slight gain in volume over the 1960 figure, it was about one-half per cent lower when considered as a percentage of the total. Some of the more important states included in this region are New York, which supplied 749,487 of the entries, Pennsylvania, the state of origin for 113,017 cars and Massachusetts with 105,619. American states forming the Great Lakes region accounted for 1,076,434 entries or 37 per cent of the total, a slight rise in each case over comparable 1960 information. Prominent in this grouping was the state of Michigan, from which 789,165 cars

originated, while next in order was Ohio accounting for 152,289. Foreign automobiles originating from the West Coast region numbered 263,836, an increase of 25,648 vehicles over the 1960 volume. In addition, cars from this area represented 9.1 per cent of the total automobile entries compared with 8.7 per cent in 1960. Non-resident automobiles originating in the West Coast region of the United States are chiefly from Washington, numbering 165,250 in 1961, while cars from California amounted to 69,928. Some 113,354 motor vehicles were from the North-Western area of the United States, representing about 4 per cent of the total, or only a moderate gain from 1960 data. Just over one-half of the automobiles crossing into Canada from this area originated in the state of Minnesota. Cars from remaining states and foreign countries not specified amounted to 186,134, and represented 6.4 per cent of the total non-resident automobile traffic in 1961, the same percentage as in 1960.

A more detailed analysis of non-resident automobile traffic in Canada for two days or more (inclusive of standing (L) permits and extensions) is presented in Table 5 by province of entry as well as state of origin. Vehicles originating in the state of Michigan once again constituted the largest single group, accounting for 27 per cent or roughly the same proportion as in 1960. Similarly, close to 99 per cent of these automobiles entered Canada via ports in Ontario and in themselves represented 38 per cent of the total two-day and over traffic entering that province. The second largest concentration of entries originated in New York State which accounted for 25.5 per cent, a slight drop from the 1960 percentage. Some 85 per cent of the New York cars entered Canada via Ontario ports and in so doing represented 31 per cent of the foreign vehicles entering that province in 1961, in both instances the same results as in 1960. In addition, roughly 13 per cent of the cars from New York State crossed into Canada via border points in Quebec, which at the same time constituted 29.4 per cent of the two-day and over automobiles arriving through that province. Next in order of importance were vehicles registered in the state of Washington which amounted to 5.6 per cent of the Canada total. The overwhelming majority of these (97 per cent) crossed into Canada via British Columbia border points, representing 60 per cent of the entries via that province. Automobiles from the state of Ohio accounted for just over 5 per cent of all the cars, with 94 per cent entering via Ontario and 3 per cent through Quebec ports. Foreign vehicle entries from Pennsylvania represented close to 4 per cent of the total two days and over traffic, with 85 per cent crossing from the United States at Ontario ports, 9.6 per cent in Quebec and 3 per cent in New Brunswick. Cars from Massachusetts accounted for a slightly lower proportion than Pennsylvania but entries were distributed more evenly, with 43.4 per cent entering via Quebec, 27 per cent via Ontario and 25.5 per cent through ports in New Brunswick.

A similar presentation of data concerning non-resident automobile traffic (exclusive of standing (L) permits and extensions) remaining in Canada three days and over is presented in Table 6. Final compilations for 1961 revealed that cars from New York State represented almost 20 per cent of this traffic movement, vehicles from Michigan accounted for just over 18 per cent, Ohio cars amounted to slightly more than 7 per cent, and roughly 7 per cent of the entries were attributed to automobiles registered in the state of Washington. In addition, non-resident vehicles from Massachusetts and Pennsylvania each accounted for just over 5 per cent of the total for this group. The above percentages were all slightly lower than corresponding 1960 data, except for the percentage of cars from Washington which showed a moderate increase. A provincial breakdown of three-day and over automobile entries also reveals much the same distribution as in 1960, with nearly 61 per cent recorded in Ontario, 14 per cent in Quebec, 12 per cent in British Columbia, 6 per cent in New Brunswick, 2 per cent in both Alberta and Manitoba and roughly 1 per cent in each of the remaining areas. Percentage gains, although slight,

were reported by two provinces, Ontario and British Columbia, amounting to one-half per cent in comparison with 1960 data.

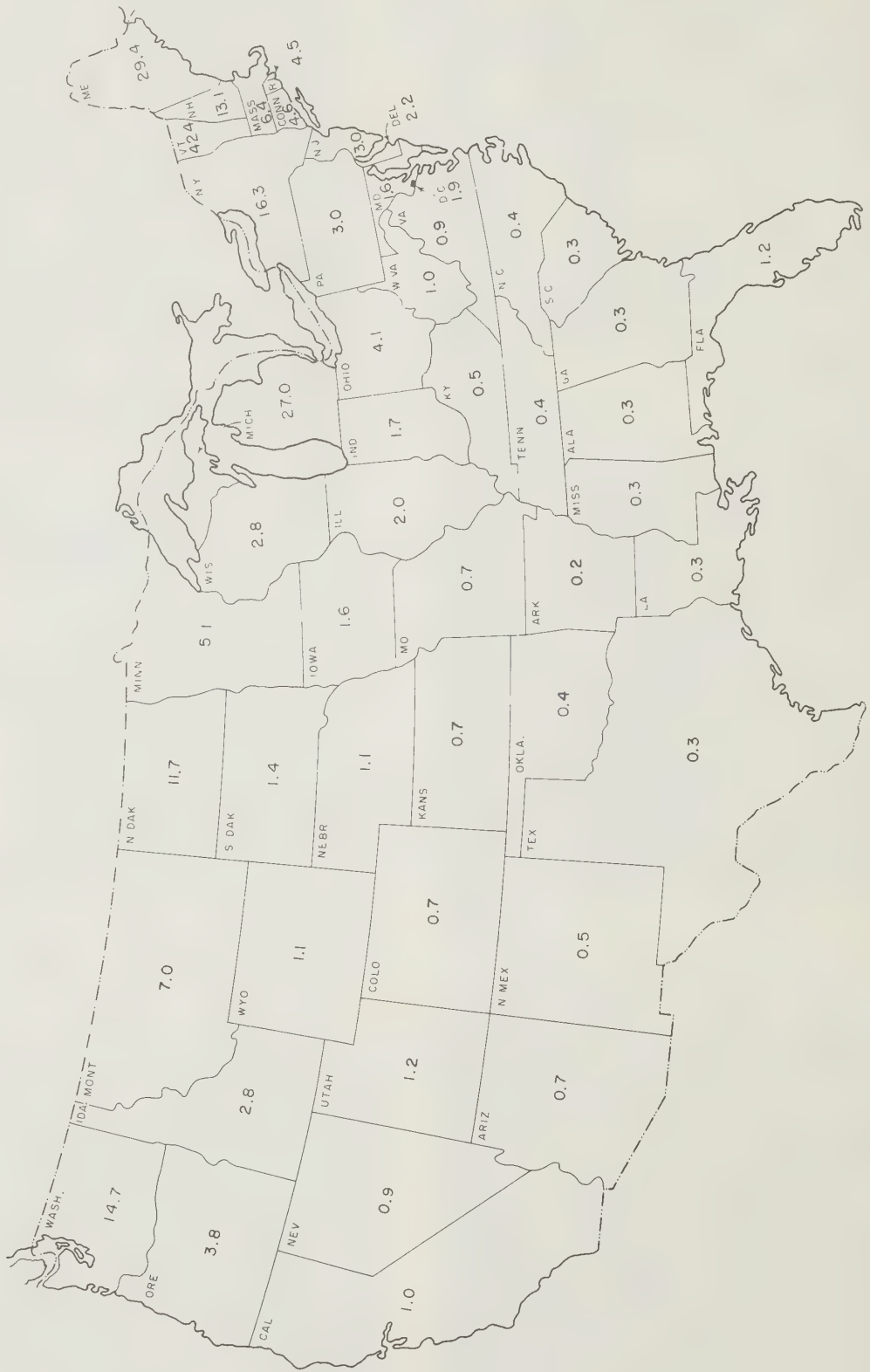
An analysis by province of entry for traffic staying three-days and over shows that just over 29 per cent of the cars which crossed into Canada via ports in Ontario were from Michigan, 25 per cent came from New York State, 11 per cent from Ohio and roughly 7 per cent from Pennsylvania. In each case, percentages were slightly lower than in 1960 with the most significant drop amounting to 1 per cent for cars from the state of New York. The largest group of automobiles entering Quebec originated in New York State (27 per cent), with 17 per cent coming from Massachusetts, 8 per cent from Connecticut and 7.5 per cent from New Jersey. Here, the most important change compared with 1960 information was a decline of close to 1 per cent in the percentage of cars originating in Massachusetts. An examination of foreign vehicle entries via New Brunswick reveals that close to 28 per cent originated in Massachusetts, 26 per cent in Maine and 7.4 per cent in Connecticut, while the remaining Atlantic Provinces showed 31 per cent of their direct entries originated in Massachusetts and 17.4 per cent in the state of New York. Automobiles registered in the state of North Dakota accounted for 30 per cent of the vehicles entering Manitoba and those from Minnesota represented 25 per cent. Included in entries via Saskatchewan ports were 26 per cent from the state of North Dakota, 17 per cent from Montana and 10 per cent from Minnesota. The greatest number of non-resident automobiles entering Alberta and remaining three days or more (20 per cent) were from Montana, while 15 per cent originated in California. A brief analysis of non-resident automobile traffic crossing into British Columbia from the United States indicates that the majority (53 per cent) were from the state of Washington, 20.5 per cent originated in California and 11.4 per cent were cars registered in Oregon, in each case very little different from similar 1960 percentage figures. At the same time, roughly 52 per cent of the foreign motor vehicles crossing into Canada through the Yukon Territory, stemmed from the state of Alaska, a slight decline from 1960.

For the most part, United States vehicles entering Canada originate in the states forming the northern boundary with Canada, which in 1961 accounted for nearly 82 per cent of the total two days and over traffic, compared with 79 per cent in 1960. When the Pacific Coast States of California and Oregon as well as the Atlantic Seaboard States of Massachusetts, Rhode Island, Connecticut and New Jersey are considered in addition to the Northern States mentioned above, the percentage of entries rises to 93 per cent, as compared with about 91 per cent in the year prior. Furthermore, it can be assumed from compilations of data in previous years that a high percentage of the foreign automobiles that remained in Canada for one day or less originated in the American States just south of the International Boundary.

Passenger car registrations in the United States during 1961 amounted to 63,010,866, a gain of 1,580,272 or 2.6 per cent over the 1960 total.

MAP-1

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA
AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS, 1961



ALASKA 17.4

TOTAL STATES 4.6

HAWAII 0.2

⁽¹⁾ OVER 24 HOURS STAY IN CANADA.

In Map 1, the number of non-resident vehicles travelling in Canada for two days and over are presented as a percentage of the number of automobiles registered in that state. During 1961, the over-all proportion of entries to registrations in the United States amounted to 4.6 per cent, a very slight increase over the 1960 percentage. Once again, Vermont was the particular state displaying the highest ratio of entries to registrations with 42.4 per cent, although slightly lower than in 1960. Other states showing fairly high ratios were Maine with 29.4 per cent and Michigan with 27 per cent, a decrease and an increase of 1.3 per cent, respectively, from similar 1960 data. In contrast were entries from Arkansas, which represented only 0.2 per cent of the vehicles registered in that state. The remaining states maintained roughly the same ratio of entries to registrations in 1961 as in 1960, with the most notable changes being an increase in the percentage figure for Wisconsin from 1.3 per cent to 2.8 per cent and an increase in the percentage for the state of Washington from 13.3 per cent to 14.7 per cent.

Compilations of data on the average length of stay for vehicles remaining in Canada over 24 hours during 1961 according to state of origin show little variation from a similar breakdown of information in 1960. Non-resident vehicles from states forming the North-Eastern region of the United States stayed 4.4 days on the average or slightly less than in 1960. An analysis of states within this region shows the following averages: Maine 7.1 days; Massachusetts 6.2 days; Connecticut, New Jersey and Pennsylvania each with 5.5 days; Rhode Island 5.4 days; New Hampshire 4.7 days; New York State 3.6 days; and Vermont 3.5 days. The state revealing the most significant change from 1960 data was Maine where cars spent about one-half day less on the average in Canada.

Foreign automobiles registered in the Great Lakes area of the United States remained an average of 4 days in Canada during 1961, the same length of stay as in 1960. Cars from Illinois and Ohio each averaged a stay lasting 6.1 days, vehicles registered in Indiana stayed 5.7 days, Wisconsin cars averaged 5.4 days and vehicles from Michigan remained 3.3 days before departing. In no case did the average vary more than 0.1 days from comparable 1960 data.

Once more, non-resident automobiles which remained in Canada over 24 hours and originated in the North-Western region of the United States averaged the longest stay according to area—6.5 days, a slight drop of 0.3 days from the 1960 average. A breakdown of states within this grouping shows that automobiles from Minnesota remained 6.8 days on the average, cars from Montana stayed 6.7 days and those originating in North Dakota averaged 5.5 days. Average length of stay for cars from these states showed the greatest variation in comparison with 1960 data. For example, the average time spent in Canada for vehicles from North Dakota declined by 1 day, while the average for Montana rose by 0.8 days and the Minnesota average was down by 0.5 days.

On the average, non-resident vehicles registered in the West-Coast States remained in Canada 5.4 days before departing, just slightly less than in 1960. Cars from California recorded the longest stay of any state within this region as they remained 7.8 days, while the average for Oregon and Washington showed 6.1 days and 4.3 days, respectively. Foreign automobiles registered in other remaining states and foreign countries averaged a stay lasting 7.4 days in 1961, a moderate increase over the 1960 average.

In 1961, information has been presented for the first time on the state of origin of non-resident travellers entering Canada from the United States by plane, bus, and rail (exclusive of in transit traffic) for the three years 1959-61. This has been made possible through the utilization of a United States Department of Commerce survey and results appear in Table 8. However, states with fewer than 10,000 visitors were not listed separately but appear in the "Other" category of their respective regions. The largest proportion of non-automobile visitors (exclusive of boat) by region originated in the North-Eastern United States, accounting for approximately 432,000 or 40 per cent of the total entries compared with 37 per cent in 1960. Visitors from New York State accounted for the greatest volume according to state within this region with 208,000 entries, about 29,000 more than in 1960, while entries from Massachusetts were next in importance amounting to 67,000 or an increase of 12,000 over the 1960 volume.

Non-automobile visitors (excluding boat) originating in the Great Lakes area of the United States numbered 258,000, representing 24 per cent of the total or 1 per cent less than the comparable 1960 percentage. Illinois supplied 90,000 of these entries, an increase of 9,000 from the 1960 volume, while 66,000 originated in Ohio and 60,000 in Michigan. The latter two figures represented decreases of 19,000 and 6,000 persons, respectively, from 1960 data.

The majority of plane, bus and rail travellers entering Canada from the North-Western States were from Minnesota, which accounted for 33,000 of the total of 54,000 originating in this area. Visitors from Minnesota and other North-Western States constituted 5 per cent of the total number of entries by these three forms of travel, a decrease of roughly 1 per cent from the 1960 percentage. Non-automobile visitors arriving in Canada from the West-Coast States amounted to 168,000 in 1961, a decline of 25,000 from the comparable 1960 volume. At the same time, the percentage of entries originating in this region fell from 18 per cent to 15.5 per cent. A breakdown by state shows that Washington State accounted for 86,000 and California 65,000 of the entries, marking an increase of 17,000 persons and a decline of 36,000 persons, respectively.

Remaining states not yet specified accounted for 172,000 or 16 per cent of the plane, bus and rail travellers in 1961, a moderate gain of 3,000 visits over 1960. The most prominent state within this category was Texas, from which 23,000 entries originated, while Florida and Maryland each contributed 13,000.

Destination Reported by United States Plane, Bus and Rail Travellers

In 1961, the province of destination was compiled for United States visitors entering Canada by plane, bus and rail (exclusive of in transit) from a survey made available by the United States Department of Commerce. Sample results are presented in Statement 4 for the three years 1959-61 and Statement 5 on a quarterly basis for 1961. It was estimated that 458,000 or over 42 per cent of the entries by plane, bus and rail were destined for the province of Ontario, slightly below the corresponding 1960 percentage. The next largest number, 237,000 or 22 per cent, had destinations in Quebec which was a slightly higher proportion than in the year previous.

Some 154,000 or just over 14 per cent of these non-automobile visitors were estimated to have travelled to British Columbia and the Yukon Territory, marking a decline of around 3 per cent from the 1960 percentage. Estimates for the remaining provinces show that 85,000 or 8 per cent had been destined for points in the Atlantic Provinces, 55,000 or 5 per cent in Manitoba, 12,000 or 1 per cent in Saskatchewan and 83,000 or between 7 and 8 per cent in Alberta. The most notable change among these latter mentioned provinces was in the case of the Atlantic regions which increased their share of plane, bus and rail visitors by 2.4 per cent over the 1960 percentage.

STATEMENT 4. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus and Rail, 1959-61

Province of destination	1959	1960	1961
Atlantic Provinces	64,000	58,000	85,000
Quebec	262,000	232,000	237,000
Ontario	451,000	463,000	458,000
Manitoba	55,000	40,000	55,000
Saskatchewan	15,000	10,000	12,000
Alberta	66,000	78,000	83,000
British Columbia and Yukon Territory	160,000	186,000	154,000
Canada	1,073,000	1,067,000	1,084,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

A quarterly analysis of non-resident entries by plane, bus and rail during 1961 according to destination was also undertaken from data supplied by the United States Department of Commerce survey. Sample results reveal that 439,000 or 40.5 per cent of the arrivals took place in the third quarter, by far the heaviest concentration on a quarterly basis. Indications were that 143,000 or 32.6 per cent of this number had destinations in Ontario, 24 per cent in Quebec, 13.4 per cent in British Columbia and the Yukon Territory, and 13 per cent in the Atlantic Provinces. The percentage of third quarter non-automobile travellers with destinations in Manitoba amounted to 4.6 per

cent, Saskatchewan had 1.6 per cent and Alberta close to 11 per cent.

It was estimated that 277,000 persons or 25.6 per cent of the rail, bus and plane travellers entered Canada during the second quarter. A breakdown according to province of destination reveals that Ontario received 45.5 per cent, Quebec 20.6 per cent, British Columbia and the Yukon Territory just over 17 per cent. Next in order of importance by destination was Alberta, which was specified by slightly more than 8 per cent of the non-automobile entries in the second quarter of 1961, while the Atlantic Provinces were the destinations for around 3 per cent and Saskatchewan approximately 1 per cent.

STATEMENT 5. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus and Rail, compiled Quarterly, 1961

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces	8,000	9,000	58,000	10,000	85,000
Quebec	34,000	57,000	105,000	41,000	237,000
Ontario	81,000	126,000	143,000	108,000	458,000
Manitoba	12,000	12,000	20,000	11,000	55,000
Saskatchewan	1,000	2,000	7,000	2,000	12,000
Alberta	6,000	23,000	47,000	7,000	83,000
British Columbia and Yukon Territory	20,000	48,000	59,000	27,000	154,000
Canada	162,000	277,000	439,000	206,000	1,084,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

Fourth quarter arrivals by plane, bus and rail amounted to 206,000 or 19 per cent of the year's entries by these forms of travel. The majority (52.4 per cent) specified destinations in the province of Ontario, with 20 per cent travelling to Quebec and 13 per cent to British Columbia and the Yukon Territory. A breakdown of destinations reported for other provinces shows: 5 per cent in the Atlantic Provinces; just over 5 per cent in Manitoba; 1 per cent in Saskatchewan; and 3.4 per cent in Alberta.

Analysis of United States Motor Traffic by Ports of Entry and Exit

An examination of the ports of entry and exit as stamped on surrendered travellers' vehicle permits was once again effective in obtaining information on preferred travel routes within Canada. However, data presented in Statement 6 and Table 3 must be considered as minimal because it is not possible to determine what proportion of cars which enter and leave Canada through the same port have, in the interval, visited one or more of the other provinces.

In 1961, 44,396 non-resident automobiles entered Canada via ports in the Atlantic Provinces and stayed for two days, while 92,633 remained three days or longer. Of the total entries, some 127,718 returned to the United States through the same provinces, 5,111 made the return journey via Quebec ports and 4,148 exited via Ontario. Traffic in the opposite direction, that is from Quebec to the Atlantic Provinces was greater, amounting to 7,383 vehicles, while two days and over traffic from Ontario to the Atlantic region numbered 5,964.

By far the heaviest inter-provincial traffic movement occurs between Ontario and Quebec. In 1961, out of 326,002 two days and over vehicles entering Quebec, 32,170 departed from Canada by Ontario ports. Similarly, 49,425 of the 2,022,033 non-resident automobiles which entered via Ontario, left the country through points in Quebec. Furthermore, 27,266 of the Quebec to Ontario traffic remained in Canada three days and over, as did 43,480 of the cars bound from Ontario to Quebec. In Quebec 286,174 of the entries returned to the United States via the same ports, while the corresponding figure for Ontario amounted to 1,958,603.

The lowest proportion of rail, bus and plane visitors entered Canada during the first quarter, numbering 162,000 or 15 per cent of the total. Sample data show that one-half of these were destined to Ontario. Quebec was specified by 21 per cent and British Columbia and the Yukon Territory by 12.4 per cent. It was also estimated that 7.4 per cent had been to destinations in Manitoba, while 5 per cent of the first quarter travellers had visited the Atlantic Provinces, 4 per cent had been to Alberta and approximately one-half per cent were destined for Saskatchewan.

Section 1 of Table 3 presents a more detailed analysis of non-resident automobile travel within the province of Ontario during 1961. Once again, the most frequently travelled route within Ontario was between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west of Southern Ontario, with 84,695 vehicles travelling in a westerly direction and 94,604 travelling in an easterly direction. The majority of this traffic was classified as two-day, accounting for 66,250 of the automobiles headed west and 67,890 of those headed east.

Non-resident motor traffic between the St. Lawrence River ports and Fort Erie—Niagara Falls represented the second most popular route within Ontario, amounting to 40,540 vehicles in both directions. Cars travelling from Fort Erie—Niagara Falls to the St. Lawrence River ports numbered 26,279, of which 18,917 were classified as three days and over. Traffic in the opposite direction numbered 14,261 vehicles, some 10,730 of which had remained in Canada three days or more.

Foreign automobiles travelling the route between Sault Ste. Marie and ports in Western Ontario numbered 34,684 in 1961, marking the third most commonly used route in the province. Automobiles entering at Sault Ste. Marie and exiting via ports in Western Ontario accounted for 16,906 of the total and those journeying in the reverse direction numbered 17,778. Here again, there was an overwhelming proportion of vehicles remaining three days and over, amounting to 12,548 of the cars heading west from Sault Ste. Marie and 12,930 of those travelling in the reverse direction.

STATEMENT 6. Percentage Distribution of Vehicles by Province of Exit for Non-Resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1961

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	91.09	4.82	4.03			0.06		
Quebec	3.44	82.73	13.70			0.13		
Ontario	0.65	4.97	93.58	0.43		0.37		
Manitoba	0.18		13.33	74.21	3.19	3.46	3.93	1.70
Saskatchewan	0.17		2.82	6.15	66.99	8.27	6.80	8.80
Alberta	0.26		4.82	3.95	4.14	37.25	33.89	15.69
British Columbia		0.69		0.54	0.50	5.30	89.40	3.57
Yukon Territory		3.35		4.50	8.36	33.37	46.18	4.24

¹ Exclusive of standing (L) permits and extensions.

The interchange of non-resident two days and over vehicles between Ontario and Manitoba occurs for the most part through the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. In 1961, foreign automobile traffic entering Canada by ports in Ontario and departing from ports in Manitoba amounted to 4,767, with 3,783 classified as three days and over. Similarly, the largest number of foreign vehicles in the opposite direction were three days and over (4,017).

Travel between Manitoba and Saskatchewan amounted to 2,220 vehicles, with 1,066 entering through ports in Manitoba and leaving via Saskatchewan together with 1,154 travelling in the opposite direction. Of those vehicles journeying from Manitoba to Saskatchewan, 962 had been in Canada three days and over, while 1,025 of the cars going in the opposite direction were in a similar classification. Further examination of vehicles which entered via Saskatchewan reveals that 1,471 had left Canada via points in Alberta and 1,468 through ports in the Yukon Territory, practically all of which had been in Canada for three days or more.

Out of 39,430 entries into Alberta, which were classified as two days and over, 17,468 returned to the United States via the same province, while 12,286 exited via British Columbia and 5,165 through points in the Yukon Territory. In each case, visits lasting three days or more were most frequent,

representing 12,257 of the exits via the same province, 11,152 of the cars leaving by British Columbia and 5,162 of the departures through ports in the Yukon Territory.

The number of foreign automobiles which entered Canada by way of British Columbia and made their departure through points in Alberta during 1961 amounted to 10,049, comprising only 768 two-day vehicles with 9,281 remaining three days and over. The second largest number (6,823) to exit by a province other than that of entry was recorded at ports in the Yukon Territory.

Finally, an analysis of two days and over vehicles entering Canada via ports in the Yukon Territory shows that only 772 returned to the United States (presumably Alaska) through the same ports as they entered, while 12,134 returned to the United States via ports in other provinces. Chief among these were points in British Columbia and Alberta which reported 6,189 and 4,002 departures, respectively. In addition, the proportion of traffic which was designated as three days and over was exceptionally high due to the distance involved in travelling between the Yukon Territory and the United States south of the International Boundary. For example, of foreign automobiles entering Canada through ports in the Yukon and exiting via British Columbia, 5,535 were classed as having been in the country for three days or more, while a comparable figure for Alberta shows 3,999 vehicles.

Receipts from United States Travellers by Province of Entry

The distribution of receipts from United States travellers according to province of entry for the years 1957-61 is presented in Statement 7. It should be taken into consideration that these data are estimates and are not intended to portray an accurate breakdown of expenditures within a particular province. Past experience has shown, however,

that inter-provincial movements may not have much effect on such a breakdown of receipts. Examination of inter-provincial travel movements in terms of automobiles reveals that any decrease or gain for a particular province is of little significance on the balance of traffic.

STATEMENT 7. Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1957-61

Province of entry	Percentage of total				
	1957	1958	1959	1960	1961 ¹
Atlantic Provinces ²	7.5	8.7	8.0	8.0	7.9
Quebec	18.3	18.1	16.4	16.9	17.1
Ontario	50.4	50.7	52.7	55.6	56.0
Manitoba	3.0	2.9	2.8	3.0	2.7
Saskatchewan	1.3	1.6	1.5	1.1	1.1
Alberta	3.7	3.0	3.0	2.4	1.9
British Columbia and Yukon Territory	15.8	15.0	15.6	13.0	13.3
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

The estimated provincial distribution of receipts from United States travellers in 1961 did not vary more than one-half of one per cent from a similar breakdown of data in 1960. Furthermore, results have shown very little variation over the years and the provinces, generally, have continued in their relative order of importance. In 1961 the majority of receipts (56 per cent) were attributed to non-resident spending in Ontario, a gain of roughly one-half per cent over the 1960 percentage figure. Quebec received the second largest proportion (just over 17 per cent) and British Columbia and

the Yukon Territory were third with slightly more than 13 per cent, both moderate increases from 1960 data. On the other hand, United States travel expenditures allotted to the Atlantic Provinces (close to 8 per cent), Manitoba (nearly 3 per cent) and Alberta (not quite 2 per cent) were in each case slightly lower than in 1960, the most significant decline being a drop of one-half per cent in the case of Alberta. Receipts from non-resident spending in Saskatchewan, which amounted to about 1 per cent of the total, remained unchanged from the year previous.

Receipts from United States Travellers in Canada During 1961 classified by Length of Stay in Canada

Included in the total of United States visitors to Canada in 1961 are persons who may stay for weeks or months as well as those who may enter frequently for visits lasting only hours. The latter group are usually residents from border communities such as Detroit, Michigan and Calais, Maine, who maintain certain social and economic relationships in common with their Canadian counterparts in Windsor, Ontario and St. Stephen, New Brunswick, respectively. Thus entries from the United States into Canada are conveniently divided into two broad classifications according to length of stay. Short-term entries comprise all persons entering and leaving Canada on the same day while the long-term category includes all other visits. Normally, the majority of visits are of short duration and 1961 was no exception, with 21.1 million short-term trips and 9.4 million long-term entries, roughly a 69 per cent—31 per cent division, respectively. However, a breakdown of receipts from these two groups reveals a somewhat different trend, with short-term traffic contributing only \$48.4 million or 11 per cent as opposed to \$386.9 million or 89 per cent for the long-term classification. However, average expenditures per trip considerably reduce the importance of the short-term group from an expenditure point of view.

An analysis of automobile traffic according to length of stay reveals that short-term motorists accounted for 16 million visits, representing between 52 and 53 per cent of the total volume or just slightly less than in 1960. Their expenditures, which amounted to \$24.9 million, represented around 6 per cent of total receipts for the year, also a slight decrease from the 1960 proportion. Motorists remaining in Canada over 24 hours in 1961 numbered 8 million, approximately 26 per cent of the total visits or about the same proportion as in 1960. Receipts attributable to this group amounted to \$242.2 million or close to 56 per cent of the total compared with 52 per cent in 1960.

Short-term non-automobile visitors in 1961 totalled 5.1 million and accounted for 17 per cent of all visits, a slight drop from the corresponding 1960 percentage. A similar comparison of receipts from these travellers, which amounted to \$23.5 million or between 5 and 6 per cent of the aggregate, reveals a drop of about 2 per cent from the 1960 proportion. Long-term arrivals by non-automobile

numbered 1.4 million or between 4 and 5 per cent of the total volume, marking a slight gain over the 1960 proportion. Their expenditures, however, which came to \$144.7 million, represented 33 per cent of all receipts or a moderate decline from the 1960 proportion.

A more detailed analysis of non-resident automobile traffic by length of stay (exclusive of standing (L) permits¹ and extensions) may be found in Tables 4, 4 A, and 4 B. It should be noted, however, that the one-day group comprises motorists who enter and exit Canada on the same day, thereby including many visits shorter than 24 hours. The two-day class, in addition, consists of those visiting motorists who enter at any time on one day and depart at any time on the following day. Consequently a substantial number of visits lasting less than 48 hours are included. Subsequent day-groups were determined in the same manner. Once again, as in 1960, the one and two-day groups of traffic accounted for 78 per cent of all the non-resident automobiles (exclusive of standing (L) permits and extensions) and 79 per cent of the visitors by car. The one-day group alone represented between 56 and 57 per cent of the automobiles and 59 per cent of the persons, very little change from 1960 data. Similarly, non-resident automobile traffic remaining two days amounted to between 21 and 22 per cent of the total vehicles and 20 per cent of the persons, roughly the same proportions as in 1960. The proportion of automobiles and persons remaining in Canada three days during 1961 amounted to approximately 7 per cent and 6.5 per cent, respectively, again very little difference from 1960 figures. Generally, gradual declines were noted in both the percentage of automobiles and persons as the length of stay increased from 4 days to 7 days. However, there was a slight increase in each case at the 8-day length of stay where the number of automobiles amounted to just 1.4 per cent of the total and persons involved represented 1.5 per cent. Once the 8-day length of stay was reached, a sharp decline was noted in the number of visits lasting 9 days and over, which accounted for only 4.6 per cent of the vehicle entries and 4.4 per cent of the visitors by car in 1961, the same proportions as in 1960.

¹ For data on standing (L) permits see Supplementary Analysis of International Travel.

STATEMENT 8. Expenditures of United States Travellers in Canada, by Length of Stay, 1961

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less)				
Automobile:				
Repeat trips on standing (L) permits	4,694,200	15.41	—	—
Other automobile	11,288,300	37.04	24,868,000	5.71
Totals, automobile	15,982,500	52.45	24,868,000	5.71
Non-automobile:				
Plane	23,700	0.08	728,000	0.17
Bus	41,100	0.14	489,000	0.11
Rail	20,600	0.07	457,000	0.11
Boat	97,800	0.32	692,000	0.16
Plane in transit	7,500	0.02	22,000	0.01
Bus in transit	50,000	0.16	150,000	0.03
Rail in transit	271,900	0.89	—	—
Other travellers (pedestrians, local bus, etc.)	4,607,400	15.12	20,995,000	4.82
Totals, non-automobile	5,120,000	16.80	23,533,000	5.41
Totals (short-term)	21,102,500	69.25	48,401,000	11.12
Long-term traffic (over 24 hours)				
Automobile:				
Extensions	28,500	0.09	5,657,000	1.30
Standing (L) permits	72,800	0.24	12,821,000	2.94
Other automobile	7,904,100	25.94	223,758,000	51.40
Totals, automobile	8,005,400	26.27	242,236,000	55.64
Non-automobile:				
Plane	454,400	1.49	62,684,000	14.40
Bus	324,300	1.06	33,634,000	7.73
Rail	219,700	0.72	28,649,000	6.58
Boat	367,900	1.21	19,713,000	4.53
Totals, non-automobile	1,366,300	4.48	144,680,000	33.24
Totals (long-term)	9,371,700	30.75	386,916,000	88.88
Grand totals	30,474,200	100.00	435,317,000	100.00

¹ Subject to revision

A further analysis of non-resident automobile travel in Canada during 1961 (exclusive of standing (L) permits and extensions) according to province of exit once more reveals significant variations. For example, the one-day length of stay accounted for 67 per cent of the motorists returning via the Atlantic Provinces but only 30 per cent in Alberta. Similarly, the two-day group of visitors represented about 22 per cent of the departures in Ontario in comparison with 9.5 per cent in the Atlantic region. Considering the one and two-day groups together, Ontario with 83 per cent had the highest proportion, while roughly 43 per cent of the motorists leaving through Alberta had been in Canada either one or two days. The most notable changes compared with 1960 data, so far as the one-day group is concerned, were a rise in the proportion leaving via Saskatchewan, from just over 49 per cent to between 54 and 55 per cent, together with a decrease in the proportion of one-day traffic for Alberta which fell from roughly 33 per cent to 30 per cent. The proportion of traffic leaving by each province which was classified as two-day showed only minor changes from comparable 1960 information.

Of all non-resident motorists leaving Canada via ports in Alberta, just over 57 per cent were classed as having been in the country for 3 days or more, the highest proportion on a provincial basis. Comparable data for Ontario show that only 17 per cent had remained a similar period of time, while 3 days and over vehicles amounted to 31.5 per cent of the departures via Quebec and 23.6 per cent in the Atlantic Provinces. There was hardly any difference between 1961 and 1960 proportions with the exception of Saskatchewan and Alberta. The percentage of motorists staying three days and over leaving by the former decreased by about 4 per cent to 35 per cent while the proportion in Alberta advanced nearly 4 per cent. The pronounced decrease in the number of visits after the 8-day length of stay was generally apparent on a provincial basis as well. Non-resident motorists remaining 9 days and over during 1961 accounted for only 3 per cent of the departures via Ontario, 5 per cent in Quebec and 8 per cent in British Columbia and the Yukon Territory. Slightly higher percentages were recorded in Manitoba (between 8 and 9 per cent), Atlantic Provinces (10 per cent), Saskatchewan (11 per cent)

and Alberta (between 15 and 16 per cent). Once again, very little change was noticed from similar compilations of 1960 data concerning visits lasting 9 days and over, the most notable being a rise of 1.3 per cent in the percentage for Alberta, accompanied by a decrease of 1.3 per cent in the percentage for Saskatchewan. Generally, the proportion of automobiles and persons for the various lengths of stay display a marked similarity, although slight variations may be due to the fact that the average number of persons per car has a tendency to be higher for the shorter lengths of visit, particularly in the one-day group.

Data on non-resident travel in Canada by plane, bus and rail (excluding in transit passengers) may be found in Table 9. A method similar to the one used in classifying automobile visitors by length of stay was applied to the non-automobile traffic as well and estimates on the length of stay were made on the basis of a sample. Results show that persons remaining for one day amounted to 85,400, representing only 8 per cent of the total non-automobile visits, while the two-day group numbered 123,900 persons or between 11 and 12 per cent of the total rail, bus and plane travel. Non-residents who

entered Canada by non-automobile and stayed for 3 days or more amounted to 874,500, about 81 per cent of the total movement and an increase of roughly 11 per cent over the 1960 percentage figure. It was again evidenced that the proportions of non-automobile traffic at certain lengths of stay varied considerably with the type of transportation used to enter Canada. In 1961, one-day visits accounted for 5 per cent of the plane entries, just over 11 per cent of the bus arrivals and between 8 and 9 per cent of the rail. Similarly, the proportions remaining two days amounted to between 15 and 16 per cent in the case of plane travellers, slightly more than 7 per cent for bus visitors and close to 10 per cent of the arrivals by rail. The variation was not as marked for the proportions staying three days and over, however, which represents between 79 and 80 per cent of the visitors by plane, between 81 and 82 per cent of the bus traffic and almost 82 per cent of the rail. It should also be pointed out that comparisons of the percentages of non-automobile traffic at the various lengths of stay for 1961 is not strictly comparable with the previous year due to a slight change in the method of calculation which had the tendency to decrease the proportion of one-day traffic.

STATEMENT 9. Non-Resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1961

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	11, 288, 272	23, 703	41, 086	20, 649
2	3, 836, 414	73, 656	26, 881	23, 329
3- 7	2, 941, 478	279, 151	162, 472	113, 689
8-14	776, 906	64, 783	84, 009	54, 339
15-21	157, 488	19, 492	21, 757	13, 240
22-over	115, 427	17, 302	29, 155	15, 093
Totals	19, 115, 985	478, 087	365, 360	240, 339

¹ Excluding standing (L) permits, extensions and 76,364 entries not classified by length of stay.

² Excluding in transit—not comparable with previous year.

³ Persons entering and departing on the same day.

STATEMENT 9 A. Non-Resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1961

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
	per cent			
1 ³	59.0	4.9	11.2	8.6
2	20.1	15.4	7.3	9.7
3- 7	15.4	58.4	44.5	47.3
8-14	4.1	13.6	23.0	22.6
15-21	0.8	4.1	6.0	5.5
22-over	0.6	3.6	8.0	6.3
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 76,364 entries not classified by length of stay.

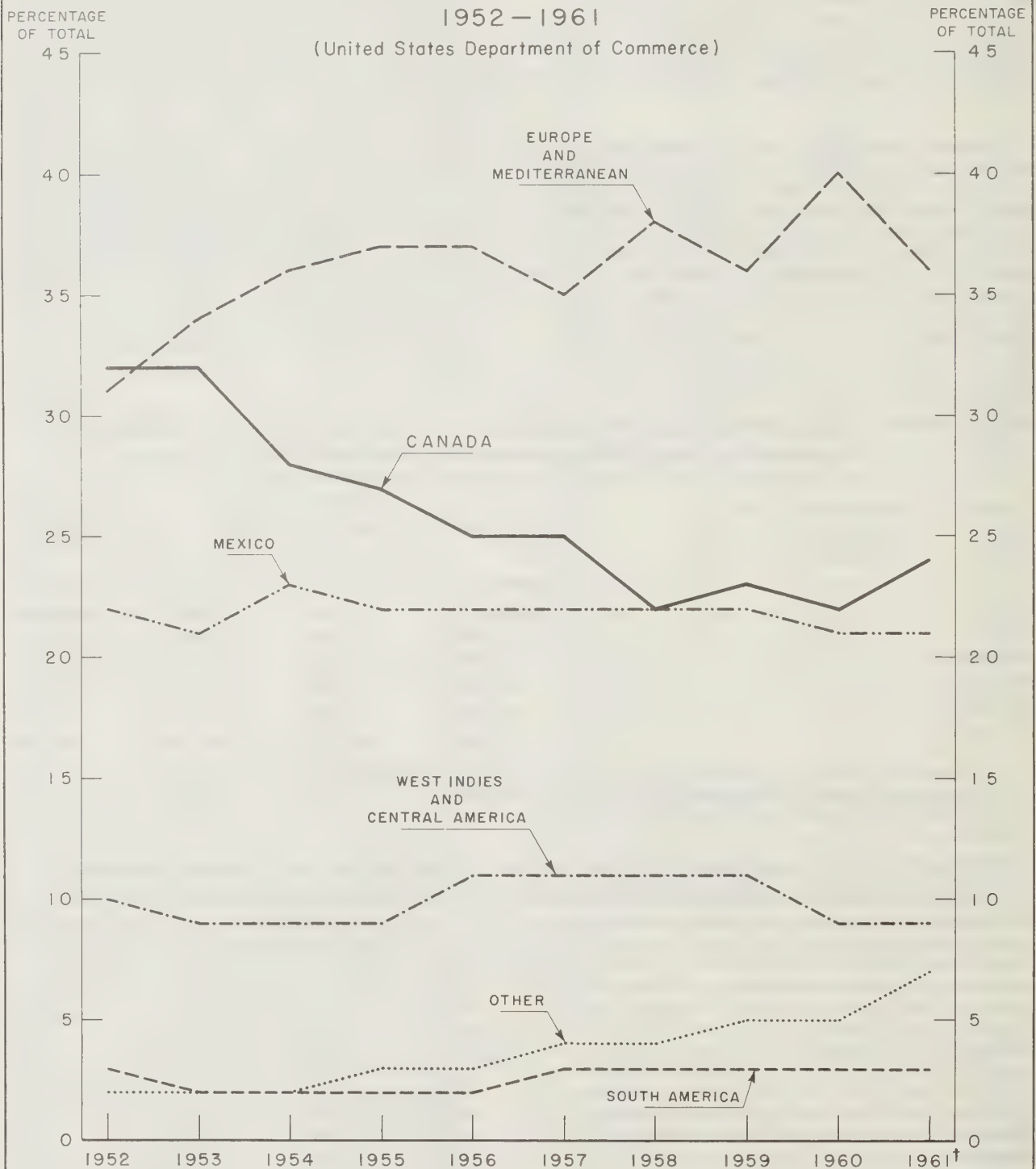
² Excluding in transit—not comparable with previous year.

³ Persons entering and departing on the same day.

CHART — 2

DISTRIBUTION OF TRAVEL EXPENDITURES* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1952 — 1961

(United States Department of Commerce)



* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES.

† DATA FOR 1961 ARE SUBJECT TO REVISION.

Additional data concerning non-resident travel to Canada during 1961 by selected types of transportation according to length of stay may be found in Statements (9 and 9A). It is to be noted that most of the traffic not included in these two statements may be classified as short-term, 24 hours or less. For example, repeat entries by persons on standing (L) permits amounted to 4.7 million, while an additional 4.6 million visits were classified as "Other Travellers". The majority of entries not yet covered were considered as in transits. Data contained in the above two statements represent slightly more than 66 per cent of all non-resident travellers entering Canada from the United States

in 1961. A brief examination of the data points out the significant difference between the automobile and non-automobile groups with regard to the proportion of one-day traffic. Whereas the majority of automobile visits last either one or two days, non-automobile visits appear to be concentrated in the periods lasting from 3 to 7 days and 8 to 14 days. Non-automobile visits are usually longer than automobile due to the fact that generally longer travel distances are involved and many trips are undertaken for business or to visit friends or relatives, which normally requires more time than the casual crossing of an automobile traveller who may stay a few hours.

Distribution of Travel Expenditures¹ by Residents of the United States in Foreign Countries

Expenditures on travel to other countries by residents of the United States in 1961 were practically unchanged from the previous year. Publications released by the United States Department of Commerce show that payments in 1961 totalled \$2,642,000 compared with \$2,640,000 in 1960. The breakdown reveals that \$1.747 million involved expenses within foreign countries while \$895 million covered payments for transoceanic transportation. The breakdown on transportation costs shows \$515 million for fares to foreign carriers and \$380 million to U.S. carriers. Percentagewise foreign carriers received 58 per cent of the payments for transoceanic transportation and United States carriers 42 per cent, compared with 55 and 45 per cent, respectively, in 1960. A major factor which improved the competitive position of foreign carriers was the increase in air capacity acquired by obtaining more U.S. built jet aircraft.

United States residents travelling abroad in 1961 (exclusive of Canada and Mexico) numbered 1,575,000 as compared with 1,634,000 in 1960, a decrease of 59,000 or nearly 4 per cent. Of the total, some 1,307,000 or 83 per cent travelled by air and 268,000 or 15 per cent travelled by ship. Comparable data for 1960 show that 81 per cent travelled by air and 19 per cent by ship. Most of the change in 1961 occurred in travel by ship where the total declined some 49,000 or 16 per cent whereas the number travelling by air was reduced by 10,000 or less than 1 per cent below the previous year.

An analysis of areas visited (exclusive of Canada and Mexico) shows that 52.4 per cent had visited Europe and the Mediterranean. This represents an increase of 1.5 per cent in the proportion visiting the area although the number of visits declined from 832,000 in 1960 to 826,000 in 1961. The decline in visits to overseas countries appeared mainly in the West Indies and Central Americas and can be attributed to the virtual disappearance of U.S. travel to Cuba because of the deterioration in relations between the two countries. Visits to that area tapered from 641,000 in 1960 to 550,000 in 1961 or by approximately 91,000. Visits to South America advanced from 71,000 in 1960 to 83,000 in 1961 and

made up 5.3 per cent of the total compared to 4.4 per cent the previous year. Similarly visits to all other countries advanced from 90,000 in 1960 to 116,000 in 1961 and made up 7.4 per cent of the total as compared to 5.5 per cent in 1960. Another sector of travel which advanced in 1961 was cruise travel. More than 210,000 Americans went on sea cruises during the year compared with about 160,000 in the previous year. Much of this increase occurred in the summer season, and reflected a growing popularity of short cruises in Caribbean waters, in what was once the "off-season". The U.S. Department of Commerce report states it is possible that this type of travel may have substituted for the once popular week end trips to Cuba particularly from Florida.

Expenditures for travel to foreign countries were higher in all areas except Europe — Mediterranean and the Caribbean areas. Americans spent \$630 million in the Europe and Mediterranean area as compared to \$704 million in 1960, a decline of about 10 per cent. Likewise the proportion spent in this area was reduced from 40 per cent in 1960 to 36 per cent in 1961. An increased proportion of travellers by air, whose visits are normally shorter than those of sea travellers, had a tendency to lower the average outlay per visit. Associated with the higher proportion of air travel was a reduction in the number of countries visited per trip which also contributed to a shorter length of stay and consequently a lower outlay. Reduced purchases because of the lower duty-free exemption may also have been an influencing factor in the last half of the year. A trip to Europe cost the average U.S. traveller about \$1,390 in 1961 compared to \$1,500 in the previous year. The breakdown of this amount shows \$630 for transoceanic fares and \$760 covering expenditures in Europe. The breakdown shows travellers by ship spent about \$640 for fares and \$900 for expenses in Europe. In 1960 the corresponding averages were \$700 and \$1,000, respectively. Fares of air travellers at \$620 were about \$10 lower, reflecting the increased use of economy class and an expansion in the use of chartered aircraft. Expenditures in Europe by air travellers averaged about \$700 compared with \$770 in the previous year, a reduction of about 9 per cent. Transportation costs include payments made in the United States for air travel within Europe and also any overweight baggage

¹ In terms of United States dollars.

charges, consequently the average is higher than the economy fares between the United States and the major points of first entry into Europe.

United States travellers spent about \$160 million in the Caribbean area, representing a decline of \$6 million or nearly 4 per cent. The disappearance of tourist travel to Cuba was the main factor behind this reduction.

A small rise occurred in U.S. travel expenditures in Mexico as the total reached \$370 million, mainly through more spending in the border area. Expenditures in the interior remained at \$116 million as tensions related to the Cuban situation temporarily

discouraged travel to Mexico in the early part of 1961. While the number of U.S. visitors to South America advanced 16 per cent, their expenditures at \$48 million were only about 7 per cent higher as lower averages per visit were recorded.

Visits to other areas, principally the Far East, climbed sharply with the addition of new facilities, such as increased jet-plane capacity, and additional promotion in the United States by the Pacific countries in particular. Expenditures advanced about one third to \$114 million but the average per visit was near the 1960 level. Japan and Hong Kong remained the prime destinations in other countries.

Canadian Travel in the United States¹

Canadian travel expenditures in the continental United States during 1961 amounted to \$454.7 million, a decline of \$2.6 million or 0.6 per cent in comparison with 1960 data. Decreases were noted in each quarter with the exception of the first, where payments advanced by approximately 1 per cent over the same period in 1960. The largest decline in spending occurred in the fourth quarter, amounting to \$1.7 million or 1.9 per cent, while slightly lower reductions were recorded in the second quarter (\$0.7 million or 0.5 per cent) and in the third quarter (\$1.2 million or 0.8 per cent).

Although expenditures in 1961 were down somewhat below their 1960 level, the number of Canadians returning from trips to the United States established a new record, amounting to 29.3 million crossings. This was an increase of about 300,000 re-entries or 10.3 per cent over the previous record set in 1960. A quarterly analysis of volume shows that return trips in the first quarter experienced a gain of 200,000 or 4.3 per cent and those in the fourth quarter advanced by 100,000 or 16.7 per cent, while the volume of travel in the second and third quarters was approximately the same as in 1960.

¹ Exclusive of Hawaii.

STATEMENT 10. Number and Expenditures of Canadian Travellers in the United States,¹ 1958-61

	Number of persons				Expenditures			
	1958	1959	1960	1961	1958	1959	1960	1961 ²
	thousands				millions of dollars			
Automobile	22,185	22,205	23,358	23,339	215.6	235.1	232.0	237.6
Non-automobile:								
Plane	361	423	452	458	78.1	86.9	103.0	108.6
Bus	435	437	445	431	42.3	46.1	49.7	46.3
Rail	405	380	332	267	56.5	53.9	46.6	38.9
Boat	117	124	124	110	6.5	5.6	5.6	3.9
Other	3,919	4,421	4,335	4,684	14.3	20.8	20.4	19.4
Totals, non-automobile	5,237	5,785	5,688	5,950	197.7	213.3	225.3	217.1
Grand totals	27,422	27,990	29,046	29,289	413.3	448.4	457.3	454.7

¹ Exclusive of Hawaii.

² Subject to revision.

Canadian Travel in the United States by Type of Transportation

Canadians returning from the United States by automobile normally account for the largest portion of expenditures according to type of transportation. In 1961, this group of travellers spent \$237.6 million, a rise of \$5.6 million or 2.4 per cent over the 1960 figure. Moreover, this sum represented 52.3 per cent of all Canadian travel payments to the United States in 1961 compared with 50.7 per cent in 1960. A quarterly breakdown shows that payments recorded their greatest increase in the

second quarter, amounting to \$6.3 million or 10.8 per cent. Increases were also noted in the first quarter (\$1.5 million or 4.3 per cent) and in the third quarter (\$1 million or 1.1 per cent). However, expenditures of Canadian motorists in the fourth quarter of 1961 declined by \$3.2 million or 7 per cent in comparison with the same period of 1960.

A similar analysis of the volume of travellers returning by automobile in 1961, which numbered 23,339,000 persons, reveals a slight decrease of

19,000 re-entries or less than one-half per cent compared with 1960 data. The decline was attributable to a significant reduction of 224,000 or close to 4 per cent in the number of Canadians returning by automobile during the second quarter together with a smaller decrease of 10,000 or less than one-half per cent in the fourth quarter. There were, however, increases amounting to 204,000 or 5.5 per cent in the first quarter and 11,000 or less than one-half per cent in the third quarter of 1961 compared with corresponding periods of 1960. Automobile travellers not only accounted for the majority of expenditures in 1961 but also represented nearly 80 per cent of the total number of visits.

Canadians returning from the United States by plane in 1961 spent \$108.6 million, a gain of \$5.6 million or 5.4 per cent over the comparable 1960 figure. Expenditures were higher in each quarter but the second, which recorded a decline of \$1.5 million or 4.5 per cent from the previous year. The most significant increase in payments by plane travellers occurred in the fourth quarter, amounting to \$3.4 million or just over 17 per cent. At the same time, first quarter payments were up by \$2.2 million or 7.6 per cent and the third quarter experienced a rise of \$1.5 million or roughly 7 per cent. Moreover, expenditures of Canadians returning from the United States by plane in 1961 accounted for approximately 24 per cent of the total compared with 22.5 per cent in 1960.

Re-entries by plane in 1961 amounted to 458,000 persons, some 6,000 or slightly over 1 per cent more than in 1960, although the proportion of Canadians who travelled to the United States by this means remained relatively unchanged at 1.6 per cent. A quarterly breakdown of the volume of plane travel reveals an increase in the fourth quarter of 10,000 or close to 10 per cent over the same period in 1960, and a gain of 1,000 persons or 1 per cent in the second quarter. Canadian re-entries by plane

were lower at other times of the year, however, with 4,000 or approximately 3 per cent fewer in the first quarter and 1,000 or 1 per cent less during the third.

Residents who returned from the United States by bus in 1961 spent \$46.3 million, marking a decrease of \$3.4 million or almost 7 per cent in comparison with 1960. In addition, expenditures of bus travellers represented 10.2 per cent of the total payments compared with 10.9 per cent in 1960. Decreases were evident throughout the four quarters of the year, with the greatest decline, \$1.5 million or just over 9 per cent, occurring in the second quarter. Other declines amounted to \$0.4 million or slightly over 4 per cent in the first quarter, \$0.6 million or 4 per cent in the third quarter and \$0.9 million or close to 10 per cent in the final quarter of the year.

The reduction in expenditures recorded by bus travellers in 1961 can be attributed to a decline of 14,000 or about 3 per cent in the number of persons returning from the United States by this form of transportation. The only increase occurred in the first quarter when the number of re-entries advanced some 3,400 or nearly 5 per cent. Re-entries in the second quarter dropped by approximately 4,000 followed by a similar trend in the third and fourth quarters involving decreases of 6,800 and 7,100, respectively, in number. Percentagewise the decline in the second quarter amounted to 3.0 followed by 4.3 in the third quarter and 8.0 per cent in the fourth.

Payments for travel in the United States by persons returning to Canada via rail in 1961 amounted to \$38.9 million, a drop of \$7.7 million or 16.5 per cent below the 1960 figure. Expenditures of rail travellers as a proportion of the total by all forms of travel fell accordingly from 10.2 per cent in 1960 to 8.5 per cent in 1961. Decreases were noted in each quarter, the most notable being a \$3.5 million or 23.6 per cent reduction during the second. Other reductions amounted to \$1.7 million or 14 per cent

STATEMENT 11. Number of Canadian Travellers Returning from the United States,¹
Compiled Quarterly, 1961

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
thousands					
Automobile:					
24 hours or less	3,427	4,968	6,644	3,998	19,037
Over 24 hours	456	916	2,151	779	4,302
Totals, automobile	3,883	5,884	8,795	4,777	23,339
Non-automobile:					
Plane	116	121	109	112	458
Bus	73	128	151	79	431
Rail	64	65	80	58	267
Boat	3	17	80	10	110
Other	621	1,310	1,717	1,036	4,684
Totals, non-automobile	877	1,641	2,137	1,295	5,950
Grand totals	4,760	7,525	10,932	6,072	29,289

¹ Exclusive of Hawaii.

in the first quarter, \$1.7 million or 15.5 per cent in the third and \$0.8 million or just over 9 per cent in the final quarter.

Re-entries by rail, which amounted to 267,000 persons in 1961, were lower than comparable 1960 data, recording a decrease of 65,000 persons or 19.6 per cent. Furthermore, lower volumes were reflected throughout all four quarters of the year, with the first and second quarters in each case experiencing 19,000 or about 23 per cent fewer re-entries. Persons returning by rail in the third quarter of 1961 were down by 16,000 or roughly 17 per cent in comparison with the same period of 1960, while the fourth quarter showed a decline of 11,000 or nearly 16 per cent. As a result, the proportion of Canadians who returned from the United States by rail in 1961 fell to 0.9 per cent from 1.1 per cent in 1960.

Canadian residents making the return trip from the United States by boat in 1961 spent \$3.9 million, representing a decline of \$1.7 million or 30.4 per cent below the comparable 1960 sum. Their expenditures taken as a proportion of the total payments for the year fell to 0.9 per cent from 1.2 per cent in the previous year. A comparison with 1960 on a quarterly basis reveals lower expenditures in each quarter, with reductions amounting to \$0.1 million in each of the first and second quarters as well as a \$1.4 million drop during the third, while the fourth quarter was practically unchanged.

There were also fewer Canadians who returned from the United States by boat in 1961, as the total of 110,000 marked a reduction of 14,000 or approximately 11 per cent below the corresponding 1960 volume. Most of the decrease resulted from 13,000 or 14 per cent fewer re-entries by boat in the third quarter, while the first and second quarters each recorded declines of 1,000 persons. Boat travel in the fourth quarter, however, registered a slight increase of 1,000 persons or around 11 per cent in comparison with the corresponding period of 1960.

Canadians making the return journey from the United States as pedestrians or by local bus etc., are grouped together under the heading "Other Travellers". In 1961 these persons numbered 4,684,000, a significant increase of 349,000 or 8 per cent compared with 1960 data, yet their expenditures fell slightly to \$19.4 million, a decline of \$1 million or nearly 5 per cent. Both the volume and expenditures of "Other Travellers" experienced declines in the first quarter of 1961 compared with the same period of 1960. However, although the number of "Other" re-entries advanced during the remaining periods, expenditures were lower, except in the third quarter where they were about equal to payments in the same quarter of 1960.

In summary, total non-automobile travel by Canadians to the United States in 1961 accounted for very nearly 48 per cent of the expenditures and just over 20 per cent of the volume of travel, a slight decrease and an increase, respectively, compared with corresponding 1960 proportions. Payments by the non-automobile group of travellers amounted to \$217.1 million in 1961, a decrease of \$8.2 million or 3.6 per cent from 1960 data. At the same time, the number of re-entries by the non-automobile group came to 5,950,000 in 1961, marking a gain of 262,000 or 4.6 per cent. The lower expenditures were a result of declines amounting to \$7 million or 10 per cent in the second quarter, \$2.2 million or 4 per cent in the third and \$0.5 million or 1 per cent in the first quarter. An increase was noted in the final period of the year, however, which recorded a gain of \$1.5 million or 3.6 per cent more than in the last quarter of 1960. A quarterly breakdown of the volume of re-entries by non-automobile travellers reveals a different pattern, with an increase of 215,000 or 15 per cent in the second quarter and a gain of 33,000 or 1.6 per cent in the third quarter. Similarly, return trips during the last quarter experienced an increase amounting to 45,000 or 3.6 per cent. On the other hand, re-entries of non-automobile travellers in the first quarter were down some 31,000 or 3.4 per cent in comparison with the same period of 1960.

**STATEMENT 12. Expenditures of Canadian Travellers Returning from the United States,¹
Compiled Quarterly, 1961²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
24 hours or less	6.4	8.8	11.9	7.5	34.6
Over 24 hours	29.8	56.0	81.9	35.3	203.0
Totals, automobile	36.2	64.8	93.8	42.8	237.6
Non-automobile:					
Plane	31.2	31.5	22.7	23.2	108.6
Bus	8.8	14.8	14.5	8.2	46.3
Rail	10.5	11.3	9.3	7.8	38.9
Boat	0.3	1.1	2.0	0.5	3.9
Other	3.4	4.9	7.2	3.9	19.4
Totals, non-automobile	54.2	63.6	55.7	43.6	217.1
Grand totals	90.4	128.4	149.5	86.4	454.7

¹ Exclusive of Hawaii.

² Subject to revision.

Canadian Travel in the United States by Destination

Once again, in 1961, additional data on the characteristics of Canadian travel in the United States have been collected monthly by means of a mail questionnaire sent to a selected group of Canadians who have returned from visits to that country. It must again be noted, that due to the process of selecting names for the mailing list, information obtained refers only to the long-term category of travel. For this reason, survey results should not be used to generalize on the total volume of travel to the United States, a large proportion of which comprises visits lasting 24 hours or less.

In the case of destination, information was compiled on the general area visited in the United States as presented in Map 2. Furthermore, when more than one destination was specified on a returned questionnaire, the one farthest from the International Boundary was chosen. In 1961, indications were that 30.6 per cent of the long-term travellers were destined for the Middle Atlantic States of New York, New Jersey and Pennsylvania, compared with 29.4 per cent in 1960. The second most popular region recorded was the Pacific Coast, comprising the States of Washington, California and Oregon, which accounted for 19.3 per cent of the destinations in 1961 compared with 19.6 per cent in 1960. Approximately the same percentage of Canadian travellers returning from the United States reported destinations in the South Atlantic area (including Florida) in 1961 as in 1960—namely 15.3 per cent. States comprising the East-North Central region were listed by 14.2 per cent of the respondents to the mail questionnaire, or 0.8 per cent less than the corresponding 1960 proportion. In addition, a slightly lower percentage had indicated destinations in the New England States (10.7 per cent), the West-South Central area (0.9 per cent) and the Mountain region (2.5 per cent). On the other hand, there were moderate increases in the percentage of Canadians travelling to the West-North Central area (5.7 per cent), the East-South Central (0.6 per cent) and Alaska (0.2 per cent).

A quarterly compilation of data on destination shows that the highest proportion of travellers returning to Canada in each quarter except the first had been to the Middle Atlantic area of the United States. Destinations in this region were reported by 33 per cent of the respondents returning in the second quarter, 29 per cent in the third and 35 per cent in the fourth quarter. The heaviest concentration of travel in the first quarter was attributed to persons returning from the South Atlantic area, amounting to 28 per cent, while destinations in the Middle Atlantic States accounted for 26 per cent. It is suspected, however, that much of the traffic returning in the first quarter of 1961 actually represents persons who had departed from Canada in the last quarter of 1960 for winter vacations in the Southern United States. Travel to the Pacific States maintained a considerable popularity throughout the year, representing 17 per cent of the destinations in the first quarter, between 15 and 16 per cent in the second, 23 per cent in the third and between 19 and 20 per cent in the final period. Similarly, the percentage of respondents indicating destinations in the East-North Central area remained fairly consistent on a quarterly basis at around 14 per cent.

In comparison with comparable 1960 information, the most significant change in the first quarter of 1961 was a reduction of 1.6 per cent in the percentage of respondents returning from destinations in the South Atlantic region. A similar analysis of destinations reported during the second quarter reveals an increase of 6.5 per cent in the percentage of travel to the Middle Atlantic States. The most significant change during the third quarter was an increase of 3.3 per cent in the proportion of respondents indicating the Pacific Coast States as their destination. On the other hand, respondents in the fourth quarter who indicated destinations in the East-North Central region accounted for 14.3 per cent of the long-term travel in that period compared with 16.2 per cent in the same quarter of 1960.

STATEMENT 13. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus and Rail, by Geographic Regions, Compiled Quarterly, 1961

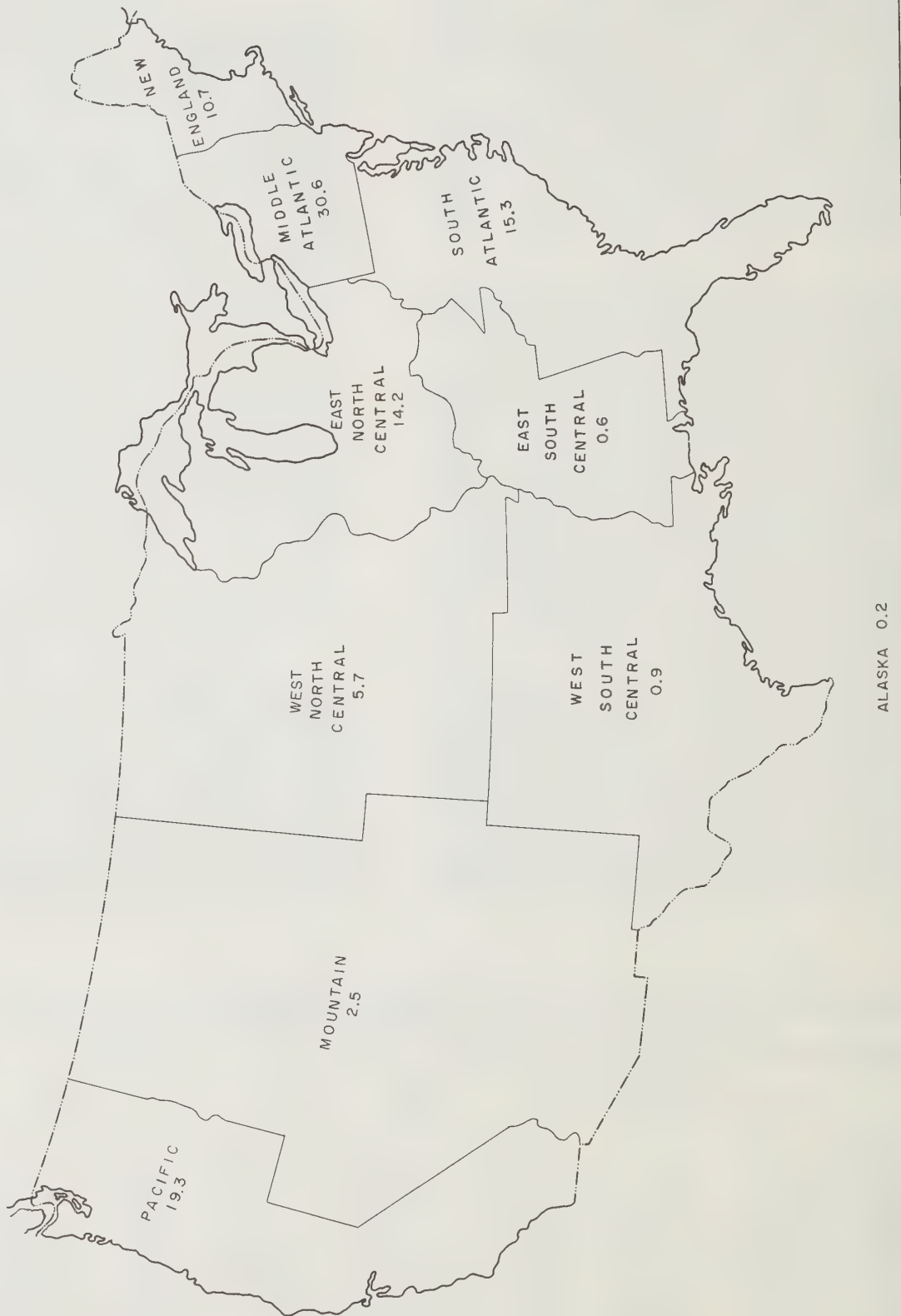
Geographic region of destination ²	First quarter	Second quarter	Third quarter	Fourth quarter	Year
North-Eastern States	81,000	121,000	139,000	113,000	454,000
Great Lakes States	28,000	31,000	38,000	32,000	129,000
North-Western States	7,000	9,000	13,000	11,000	40,000
West Coast States	45,000	54,000	99,000	52,000	250,000
Other remaining states	92,000	99,000	50,000	41,000	282,000
Totals, United States	253,000	314,000	339,000	249,000	1,155,000

¹ Exclusive of Hawaii.

² See Table 7 for states comprising regions.

MAP-2

DESTINATION OF CANADIANS IN THE UNITED STATES,
VISITS OF MORE THAN 48 HOURS, QUESTIONNAIRE SURVEY 1961
(PERCENTAGE)



STATEMENT 14. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus and Rail, by Geographic Regions, 1959-61

Geographic region of destination ²	1959	1960	1961
North-Eastern States	549,000	498,000	454,000
Great Lakes States	124,000	127,000	129,000
North-Western States	31,000	28,000	40,000
West Coast States	269,000	282,000	250,000
Other remaining states	267,000	295,000	282,000
Totals, United States	1,240,000	1,230,000	1,155,000

¹ Exclusive of Hawaii.

² See Table 7 for states comprising regions.

The destination of Canadian travellers returning from the United States by plane, bus and rail is presented in Statement 14 for the three years 1959-61 and in Statement 13 on a quarterly basis for 1961. Questionnaire results show that the number of non-automobile travellers who were destined for the North-Eastern States declined by approximately 9 per cent in both 1960 and 1961, while the frequency of destinations in the Great Lakes States recorded gains of 2.4 per cent and 1.6 per cent for the same two years. At the same time, compilations of questionnaire data revealed that travel to the North-Western States experienced a decline in 1960 and an increase in 1961, while the opposite trend was noticed in connection with destinations in the West Coast States. Indications were that during 1961 the largest proportion (454,000 or 39 per cent) of the long-term re-entries by plane, bus and rail had visited the North-Eastern States and between 21

and 22 per cent had been to destinations in the West Coast States. An analysis of destination on a quarterly basis shows that visits to the North-Eastern States accounted for between 38 and 39 per cent of the travel in the second quarter, 41 per cent in the third quarter and between 45 and 46 per cent in the final quarter of 1961. Comparable data for travel to the West Coast region were 17 per cent in the second quarter, 29 per cent in the third and 21 per cent in the last quarter. However, Canadians returning from visits to "Other remaining states" in the first quarter of 1961 represented between 36 and 37 per cent of the re-entries in that period compared with 32 per cent to the North-Eastern States and 18 per cent to the West Coast area. It should again be pointed out that a considerable percentage of the re-entries by plane, bus and rail in the first quarter are presumably returning from vacations in the southern areas of the United States.

**Payments of Canadian Travellers in the United States During 1961,
Classified by Length of Stay**

The same basis used in classifying non-residents into short-term and long-term traffic is applied to re-entries of Canadians from visits to the United States. Travellers departing and returning on the same day are considered as short-term traffic while all other visits are treated as long-term. In 1961 there were 23,818,000 short-term re-entries from the United States, representing 81.3 per cent of the total travel movement, a slight increase from the 1960 percentage of 80.3 per cent. Long-term travel numbered 5,470,500 persons or 18.7 per cent of the total compared with 19.7 per cent in the previous year. Expenditures of the short-term class of travellers are, however, much lower than the volume of travel might indicate. In 1961, Canadians returning from visits of 24 hours or less in the United States spent \$55.6 million or only 12.2 per cent of the total, while payments of the long-term group at \$399.1 million accounted for 87.8 per cent. In comparison with 1960 percentages, the proportion of expenditures which resulted from short-term travel fell about 0.4 percentage points with a corresponding

rise in the proportion of long-term expenditures. Further comparisons with 1960 data reveal that short-term re-entries advanced by 497,100 or just over 2 per cent while the volume of long-term travellers fell by 254,400 visits or 4.4 per cent. Although there were more short-term trips to the United States in 1961, their expenditures registered a decline of \$2.1 million or 3.6 per cent due to a lower average outlay per person. Travel payments by the long-term category also recorded a decrease, amounting to \$0.5 million or less than one-half per cent, which was considerably lower than the rate of decrease noted in the volume (4.4 per cent).

A more detailed breakdown of travel by Canadian motorists in 1961 according to length of stay shows that 19,037,000 had been in the United States for 24 hours or less and had spent \$34.6 million. This marked an increase of 149,000 or about 1 per cent in the number of visits, but a decrease of \$0.7 million or 2 per cent in their expenditures. Short-term motorists spent an average of \$1.82 in the United

STATEMENT 15. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1961

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less)				
Automobile	19,036,900	65.00	34,562,000	7.60
Plane	14,800	0.05	993,000	0.22
Bus	18,800	0.06	265,000	0.06
Rail	7,100	0.02	303,000	0.06
Boat	21,800	0.08	87,000	0.02
Bus in transit	26,700	0.09	—	—
Rail in transit	7,400	0.03	—	—
Other travellers (pedestrians, local bus, etc.)	4,684,500	15.99	19,377,000	4.26
Totals, non-automobile	4,781,100	16.32	21,025,000	4.62
Totals (short-term)	23,818,000	81.32	55,587,000	12.22
Long-term traffic (over 24 hours)				
Automobile:				
Over 24 hours and under 48 hours	955,300	3.26	10,196,000	2.24
48 hours and over	3,346,500	11.43	192,845,000	42.41
Totals, automobile	4,301,800	14.69	203,041,000	44.65
Plane	442,900	1.51	107,608,000	23.67
Bus	385,300	1.32	46,082,000	10.13
Rail	252,100	0.86	38,550,000	8.48
Boat	88,400	0.30	3,861,000	0.85
Totals, non-automobile	1,168,700	3.99	196,101,000	43.13
Totals (long-term)	5,470,500	18.68	399,142,000	87.78
Grand totals	29,288,500	100.00	454,729,000	100.00

¹ Subject to revision — excludes Hawaii.

States during 1961, compared with \$1.87 in 1960. In addition, the average outlay per car fell from \$5.14 to \$4.94. Increased short-term travel by automobile in the first quarter was mainly responsible for the higher volume, while the decline in payments can be traced principally to the second quarter. Canadian automobile travellers returning after visits lasting over 24 hours but less than 48 hours numbered 955,000 in 1961, a moderate increase of 5,000 or one-half per cent over 1960. On the other hand, these motorists spent \$10.2 million, or roughly the same amount as in the previous year. In addition, a quarterly breakdown of payments shows very little change from comparable 1960 data. At the same time, however, the volume of travel experienced a rise of 17,000 or 17 per cent during the first quarter and a decrease of 15,000 or almost 7 per cent in the second quarter. The average amount spent per person per day (\$5.34) for motorists in this grouping was just slightly lower than in 1960. Similarly, the average expenditure per car per day, which in 1961 amounted to \$15.49, represented a minor change. Finally, motorists re-entering Canada in 1961 after spending 48 hours or more in the United States numbered 3,347,000, down by 173,000 or 5 per cent from the comparable 1960 volume. Their expenditures, on the other hand, amounted to \$192.8 million, an expansion of \$6.3 million or 3.4 per cent. The average amount spent per person per day in this

classification declined to \$7.85 from \$8.01 in 1960 and the average outlay per car per day fell to \$21.84 from \$23.24. However, payments were higher than in the year prior due to an increase in the length of stay, which in 1961 amounted to 7.3 days or 0.7 days longer than in 1960. Although the number of travellers in this category represented only 11.4 per cent of the total traffic returning from the United States, their expenditures accounted for 42.4 per cent of total payments for the year. Corresponding percentages for the year 1960 were 12.1 per cent and 40.8 per cent, respectively. Substantial decreases in the number of 48 hours and over automobile travellers during the second and third quarters (totalling 146,000 persons) were largely responsible for the year's decrease. Similarly, much of the increase in expenditures resulted from a \$6.9 million expansion in second quarter payments.

Additional information on returning Canadian automobile traffic in 1961 according to length of stay may be found in Tables 10 and 10A. The one-day length of stay comprises all visits lasting 24 hours or less while the two-day class includes vehicles staying outside Canada for more than 24 hours and less than 48 hours. Both of these groups have been discussed earlier. Motorists

classified as having been absent for three days numbered 1,688,000 and their expenditures in the United States were estimated at \$57.3 million, accounting for a considerable proportion of all automobile expenditures in the 48 hours and over group. For convenience, lengths of stay in the United States are divided into groups and presented in Statement 16. Resident motorists returning from trips lasting 3 to 7 days numbered 2,731,000, or 11.7 per cent of the returning automobile traffic. Those staying from 8 to 14 days amounted to 383,000 or 1.6 per cent of the total. Lengths of stay lasting between 15 and 21 days accounted for 115,000 or 0.5 per cent of the motorists while longer

durations of absence were recorded by 117,000. It should be noted, however, that within each of these groupings over two days there are heavier concentrations of visits lasting one week, two weeks and three weeks. In contrast, the number of United States motorists travelling in Canada decreases more or less uniformly as the length of stay increases, and there is no reason to question this data as it is compiled from the dates of entry and exit as recorded by Canadian customs officers. However, it is possible, that some over-estimation occurs in the groups of Canadians staying 7 days, 14 days and 21 days as a result of visits being reported in terms of weeks rather than days.

STATEMENT 16. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1961

Estimated days stay in the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail ¹
1.....	19,036,877	14,799	18,797	7,075
2.....	955,291	36,669	45,562	20,711
3- 7.....	2,731,423	188,002	185,595	126,530
8-14.....	383,081	107,489	78,882	51,123
15-21.....	114,790	58,409	32,587	22,682
22- over.....	117,275	52,333	42,684	31,121
Totals	23,338,737	457,701	404,107	259,242

¹ Excluding in transit.

Included in the expenditures of Canadian travellers remaining 48 hours and over in the United States is the value of merchandise declared under the \$100 customs exemption privilege in effect during 1961. In that year, purchases of merchandise were valued at \$59.7 million, a substantial decrease of \$11.4 million or 16 per cent below the amount spent in 1960. This decline was reflected throughout the year as well, with the most significant drop percentage being a \$4.0 million or 23 per cent reduction during the fourth quarter. Decreases in the remaining periods of the year amounted to \$4.2 million or 16 per cent in the third quarter, \$2.2 million or just over 12 per cent in the second and \$1.0 million or 10.6 per cent in the first quarter. The value of declared merchandise considered as a proportion of total expenditures fell to 13.1 per cent in 1961 from 15.5 per cent in 1960 and 16.3 per cent in 1959.

Short-term travellers returning to Canada by conveyances other than automobile in 1961 numbered 4,781,100, an increase of 348,500 or 7.9 per cent over the comparable 1960 volume. Their expenditures, however, which amounted to \$21 million, represented a decrease of \$1.3 million or 6 per cent. The volume of short-term non-automobile travel accounted for 16.3 per cent of the total re-entries in 1961 and their expenditures represented 4.6 per cent of the total payments, a slight increase and decrease,

respectively, compared with corresponding 1960 information. Long-term non-automobile travel returning from the United States numbered 1,168,700 persons in 1961, a decline of 86,800 or 7 per cent below the 1960 volume. In addition, expenditures of the long-term group, which amounted to \$196.1 million, registered a decline of \$6.8 million or 3.4 per cent. Moreover, the percentage of travel which was classified as long-term non-automobile (both volume and expenditures) was slightly lower than in 1960. Further data on non-automobile travel in the United States by length of stay may be found in Tables 12 to 14.

Canadians returning from the United States by plane after visits lasting 24 hours or less amounted to 14,800 in 1961, a decrease of 7,800 or 34.5 per cent fewer than in 1960. Payments by this group came to \$993,000, a reduction of \$457,000 or 31.5 per cent. On the other hand, the volume of long-term travel by plane advanced by 14,000 persons or about 3 per cent to 442,900 and payments of \$107.6 million recorded a gain of 6 per cent. Re-entries by plane who had been in the United States for two days numbered 36,700, accounting for 8 per cent of the total traffic by plane, while the expenditures of this group, which amounted to \$3.8 million represent 3.5 per cent of the plane expenditures. Residents returning by plane after trips lasting three days

numbered 51,000 compared with 48,700 in 1960, a gain of 4.7 per cent. Estimated expenditures of the three-day class amounted to \$6.2 million, an expansion of \$0.3 million or about 5 per cent. Plane travellers returning after spending three days in the United States accounted for approximately the same proportion of both total re-entries and expenditures by plane as in 1960. A broader grouping of Canadians returning by plane appears in Statement 16 where it is shown that visits lasting from three to seven days accounted for 188,000 or 41 per cent of the

return trips by that means. In addition, some 107,500 were estimated to have remained from eight to fourteen days, or 23.5 per cent of the total. The average expenditure for Canadian plane travellers to the United States in 1961 was \$237.28, compared to \$228.09 in 1960, while the average expenditure per person per day amounted to \$18.62, a gain of roughly 40 cents. Similar to 1960 the highest average outlay per person per day in 1961 was attributed to those who remained only one day, amounting to \$67.07, some \$3.00 higher than the previous year.

STATEMENT 17. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1961

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail ¹
1	81.6	3.2	4.6	2.7
2	4.1	8.0	11.3	8.0
3- 7	11.7	41.1	45.9	48.8
8- 14	1.6	23.5	19.5	19.7
15- 21	0.5	12.8	8.1	8.8
22- over	0.5	11.4	10.6	12.0
Totals	100.0	100.0	100.0	100.0

¹ Excluding in transit.

Persons returning to Canada via bus (excluding in transit) in 1961 after being outside Canada for 24 hours or less numbered 18,800, an increase of 900 re-entries or 5 per cent in comparison with the 1960 figure, while estimated expenditures of the one-day group of bus travellers amounted to \$265,000. Long-term re-entries by bus in 1961 came to 385,300, marking a decrease of 18,400 persons or 4.6 per cent in comparison with the 1960 figure. On the other hand, estimated expenditures of the long-term group of bus travellers, which amounted to \$46.1 million, registered a decrease of \$3.5 million or roughly 7 per cent. Residents returning by bus after two days in the United States amounted to 45,600 compared with 49,000 in the year previous, a decrease of 7 per cent. Payments of these travellers were estimated at \$2.4 million, also a slight decrease from the previous year. Residents who remained in the United States for three days in 1961 and returned by bus numbered 73,700, representing a moderate increase in comparison with 1960 data while their expenditures of \$4.5 million also showed a moderate gain. Canadian re-entries by bus who had been absent from three to seven days amounted to 185,600, accounting for 46 per cent of the total re-entries by this means. Visits lasting from eight to fourteen days accounted for 78,900 of the return trips by bus or between 19 and 20 per cent of the total, while 32,600 or 8 per cent had remained between fifteen and twenty-one days, inclusive. The average expenditure per resident returning by bus in 1961 was \$114.69, a decline of \$3.35 or nearly 3 per cent in comparison with 1960. The average expenditure per

person per day, however, at \$9.56 represented a slight gain over comparable 1960 data. Bus travellers who stayed in the United States two days recorded the highest average expenditure per person per day (\$26.02). This was a reduction of 82 cents compared with the corresponding high average for 1960 which was also established by the two-day visitors.

Short-term Canadian re-entries from the United States by rail (exclusive of in transit) amounted to 7,100 persons in 1961, a decrease of 1,600 persons or 18.4 per cent below the comparable 1960 volume. Their expenditures, on the other hand, which were estimated at \$303,000, recorded a slight expansion of \$2,000 or close to 1 per cent. Long-term visits by rail numbered 252,100, a decline of 67,000 or 21 per cent and payments of \$38.6 million were some \$7.7 million or almost 17 per cent less than in 1960. Canadians who remained two days in the United States and returned to Canada via rail amounted to 20,700, a drop of 7,100 persons or 25.5 per cent. Similarly, payments of \$1.4 million by this group were down by \$0.4 million or 22 per cent. Canadians returning by rail in 1961 after spending three days outside Canada numbered 41,400, a decrease of 10,200 or close to 20 per cent below the comparable 1960 volume. In addition, expenditures of the three-day group, which amounted to \$3.2 million, were lower by \$0.8 million or 20 per cent. It was estimated that residents who re-entered by rail after visits lasting from three to seven days numbered

126,500 in 1961, representing approximately 49 per cent of the total re-entries by this means. Similarly, the groups remaining from eight to fourteen days amounted to 51,100 or nearly 20 per cent of the total. The average expenditure per rail traveller to the United States in 1961 amounted to \$149.87, a gain of \$7.78 or 5.5 per cent higher than in 1960. Moreover, the average amount spent per person per day came to \$11.80, which was some 34 cents in excess of the 1960 average. Once again, the highest average outlay on a per person per day basis was attributed to rail travellers remaining 24 hours or less, who in 1961 averaged \$42.77 compared with \$34.77 in 1960.

Canadian Travel in the United States by Purpose of Trip

The mail questionnaire survey also queried Canadian travellers as to their purpose of trip in the United States. Many returned questionnaires listed more than one purpose so that information collected had to be compiled into three main groups: those questionnaires reporting one purpose only; those reporting two or more purposes; and the aggregate of all questionnaires showing purpose of trip. It was readily apparent that the purpose of trip varied significantly according to the particular category under consideration.

An examination of results obtained through a compilation of all questionnaires showing one or more purposes of trip shows that recreation was once again the most popular reason, accounting for 45.6 per cent of the travel in 1961 compared with 42.3 per cent in 1960. Visits to friends or relatives were specified by 31.2 per cent of the respondents, a moderate increase of 1.4 percentage points over the 1960 proportion. The third most popular reason for travel to the United States in 1961 was shopping, indicated on some 11.6 per cent of the questionnaires returned which, however, represented a slight decline from the 1960 percentage. A moderate decline was noted in the percentage of business trips, accounting for 9 per cent, and in the proportion specifying formal study. Travel for health reasons recorded a more significant drop, accounting for 1.1 per cent of the long-term traffic compared with

Residents making their re-entry into Canada by boat after being absent 24 hours or less numbered 21,800, marking a rise in volume of 2,000 persons or 10 per cent over the year previous. At the same time, the amount spent by this group of boat travellers (\$87,000), represented an increase of \$24,000 or 38 per cent. An analysis of long-term travel by boat reveals that there were 88,400 re-entries in this category, which was 15,400 or roughly 15 per cent below the corresponding 1960 volume. Moreover, their expenditures of \$3.9 million were some \$1.6 million or nearly 30 per cent less than the amount spent in 1960.

3.1 per cent in the previous year, while the proportion indicating "other" reasons climbed slightly to 1 per cent.

Tabulations of questionnaires reporting only one purpose of trip yielded somewhat different values from those obtained through an analysis of the aggregate of all questionnaires. Recreation was specified by 48.6 per cent of the respondents, a gain of 3.6 percentage points over 1960. Visits to friends or relatives represented 32.1 per cent of the persons compared with 31 per cent in the previous year. Business trips were listed by 10.3 per cent of the respondents, and shopping excursions accounted for 5.9 per cent. Formal study and health were both specified by a slightly lower proportion of respondents to the survey in 1961 than in 1960, while the percentage travelling for "other" reasons recorded a slight advance.

An examination of returned questionnaires which had two or more purposes checked indicates that recreation was again the most popular reason, being specified by 37.5 per cent of the respondents compared with 35.6 per cent in 1960. Visiting friends or relatives was next in order of importance, as it was in the other two groupings, accounting for 28.7 per cent of the travel or 1.6 points higher than the corresponding 1960 proportion. However, it was in this grouping of questionnaires reporting two or

STATEMENT 18. Purpose of Trip¹ Reported by Canadians Returning from the United States, Compiled Quarterly, Questionnaire Survey, 1961

	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter	12.3	0.4	3.3	43.5	39.0	1.1	0.4
Second quarter	13.0	0.5	8.4	45.8	30.2	1.8	0.3
Third quarter	6.1	0.8	4.0	56.1	30.1	0.8	2.1
Fourth quarter	13.2	0.8	10.0	41.9	31.0	1.4	1.7
Year	10.3	0.7	5.9	48.6	32.1	1.2	1.2

¹ Questionnaires reporting one purpose only.

more purposes of trip that shopping experienced its greatest popularity, amounting to 26.7 per cent, considerably higher than in either of the other two categories, but relatively unchanged from the comparable 1960 figure. On the other hand, the proportion of trips for business reasons was lowest in this group of questionnaires, representing just 5.7 per cent or roughly the same percentage as in 1960. Persons reporting their purpose of trip as health amounted to 0.9 per cent, and formal study accounted for 0.2 per cent.

For the remainder of this text concerning data obtained from the Canadian Questionnaire Survey, schedules reporting just one purpose of trip were used. This should also be remembered when any reference is made to the accompanying statements in this section.

Statement 18 portrays purpose of trip data on a quarterly basis for the year 1961. The popularity of recreation appears highest in the third quarter, amounting to 56.1 per cent of the travel in that period compared with 54 per cent in 1960. The proportion of travel for recreation was higher in each of the other quarters as well, the most significant change being in the second quarter. Visiting friends or relatives again appeared more frequently during the first quarter, representing 39 per cent of the travel in that period. It is quite probable, however, that this was influenced by Canadians returning in January after visiting friends or relatives over the Christmas holiday season of the previous year. The proportion of travel for this purpose remained fairly constant at about 30 per cent during the remaining quarters, with the most notable change from 1960 data being in the second quarter. Business travel was greatest during the second and fourth quarters, which are likely periods for increased transactions. Indications were that the frequency of travel for health reasons was highest in the first half of the year, accounting for 1.1 per cent in the first quarter and 1.8 per cent in the second. However, it is during this time that many residents return from winter vacations which originally started in the

fourth quarter of the year before. At any rate, the proportion of travel for health in the first two quarters of 1961 was significantly less than in the same two periods of 1960. An analysis of questionnaires indicating shopping as the main purpose of trip reveals marked increases during the second and fourth quarters in relation to other times of the year. Here again, the influence of the Easter and Christmas seasons is reflected. However, although the popularity of shopping in the second quarter of 1961 showed little change from the same period of 1960, the proportion in the fourth quarter experienced a decline. A quarterly examination of travel to the United States for formal study and "other" reasons did not reveal the marked variations which were evident with regard to other purposes of travel.

Purpose of trip reported by Canadians returning from the United States was also compiled according to province of re-entry and results are presented in Statement 19. It may be assumed that the province of re-entry is the province of residence, as indications are that re-entries by a province other than the one of residence constitute a small percentage of the total. The frequency of business trips continued to be higher among residents of Alberta than any other province, amounting to 25.4 per cent in 1961 compared with 19.7 per cent in 1960. Residents re-entering by Manitoba recorded the second largest proportion of business trips—14.3 per cent.

Survey results again showed that shopping trips to the United States were more popular among residents of the Western Provinces. Residents of British Columbia and the Yukon Territory registered the highest proportion, amounting to 10.6 per cent, while 10.5 per cent of the respondents returning in Saskatchewan had indicated a similar reason. Comparable figures for 1960 amounted to 14.3 per cent and 13.8 per cent, respectively. Recreation as a purpose of trip increased its popularity among re-entries by every province except Manitoba and Alberta which recorded declines of 1 and 3.4 percentage points, respectively, from corresponding

STATEMENT 19. Purpose of Trip¹ Reported by Canadians Returning from the United States, by Province of Re-entry, Questionnaire Survey, 1961

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces	8.9	0.4	3.9	38.6	41.8	1.4	5.0
Quebec	9.6	0.6	2.8	59.6	25.9	1.1	0.4
Ontario	11.1	0.7	5.5	45.9	34.9	0.9	1.0
Manitoba	14.3	1.2	9.9	40.5	28.5	2.6	3.0
Saskatchewan	13.6	4.3	10.5	32.0	35.8	—	3.8
Alberta	25.4	0.8	5.8	34.5	29.8	0.6	3.1
British Columbia and Yukon Territory	6.4	0.4	10.6	47.7	31.4	1.7	1.8
Canada	10.3	0.7	5.9	48.6	32.1	1.2	1.2

¹ Questionnaires reporting one purpose only.

1960 proportions. Once again, recreation was the most frequently specified reason by re-entries via Quebec (59.6 per cent), while respondents returning via British Columbia and the Yukon Territory were next with 47.7 per cent. Travel for recreation accounted for 45.9 per cent of the re-entries via Ontario in 1961 compared with 42 per cent in 1960.

Visits to friends or relatives was also fairly popular among residents of all the provinces, particularly the Atlantic Provinces, which registered 41.8 per cent or approximately the same as in 1960. Visiting friends or relatives accounted for 35.8 per

cent of the re-entries via Saskatchewan and 34.9 per cent of those returning via Ontario, representing a decrease and an increase, respectively, of about 2 points compared to 1960 data. The frequency of travel for reasons of health, which in 1960 was highest among residents of the Atlantic Provinces, recorded its greatest popularity in 1961 by Manitoba residents, accounting for 2.6 per cent, although a slight reduction from the 1960 proportion. "Other" reasons were specified by 5 per cent of the respondents returning via the Atlantic Provinces and 3.8 per cent of the travellers returning through ports in Saskatchewan.

STATEMENT 20. Purpose of Trip¹ Reported by Canadians Returning from the United States, by Types of Transportation, Questionnaire Survey, 1961

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Plane.....	23.5	1.0	1.3	45.8	26.7	1.7	—
Bus	4.7	0.7	12.8	40.4	40.8	0.5	0.1
Rail	9.7	0.9	7.0	31.2	48.6	2.4	0.2
Boat.....	6.7	—	10.1	49.4	31.8	0.5	1.5
Totals, non-automobile.....	18.1	0.9	4.0	42.2	33.0	1.7	0.1
Automobile	4.8	0.5	7.3	53.1	31.5	0.8	2.0
Grand totals	10.3	0.7	5.9	48.6	32.1	1.2	1.2

¹ Aggregate of questionnaires reporting one purpose only.

Finally, returned questionnaires were compiled by purpose of trip (questionnaires reporting one purpose only) according to the type of transportation used in returning to Canada. This information is presented in Statement 20. In 1961, 42.2 per cent of the non-automobile travel was for recreation, and visiting friends or relatives accounted for 33 per cent. However, the proportion of non-automobile travellers journeying to the United States for all other reasons in 1961 was in each case lower than corresponding 1960 data. Generally it was revealed that more Canadians travelled by bus to visit friends or relatives than for recreation. On the other hand, recreation accounted for the largest single proportion of travel by plane and boat. Another notable characteristic of plane travel is the relatively high proportion of business trips, accounting for 23.5 per cent in 1961 compared with 29.8 per cent in 1960. In addition, shopping trips by bus are quite popular, representing 12.8 per cent of the travel by that means, a slight reduction from comparable 1960 data.

The most significant change with regard to automobile travel by purpose of trip was an increase in the proportion who had been in the United States to visit friends or relatives, which amounted to 31.5 per cent. The majority of travel by car was, however, for recreation, accounting for 53.1 per

cent in 1961. On the other hand, shopping trips considered as a percentage of the total, experienced a decline of 1.4 points and travel for health fell by 1.2 points. The proportion of automobile travellers who reported on business trips declined and travel for formal study was also down slightly, while "other" reasons were listed in more cases than in 1960.

Analysis of purpose of trip data is complicated by returned questionnaires indicating that the trip was in transit through the United States, as it may well be that information reported by this group applies to a Canadian province of destination and not to areas visited in the United States. However, indications were that only 1.2 per cent of the long-term Canadian travel movement was in transit, a considerable decrease in comparison with 2.5 per cent recorded the year before. It is once again probable that recent construction of new and more direct routes within Canada has played an important role in reducing the volume of in transit travel through the United States. At any rate, it is interesting to note that data obtained from questionnaires specifying in transit travel reveal once more that the majority originated in Ontario, travelled by car and were destined mainly for points in the Maritimes or Prairie Provinces, particularly Manitoba and Alberta.

CHART - 3

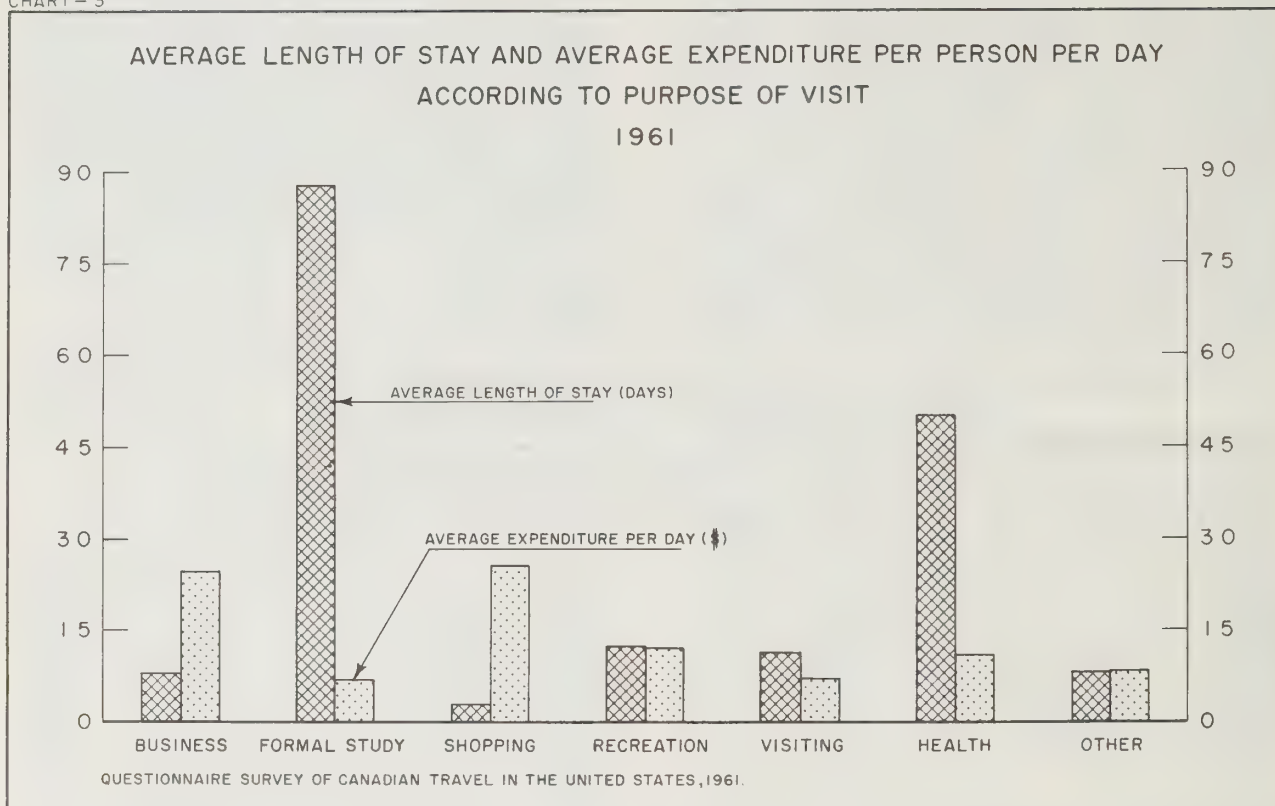
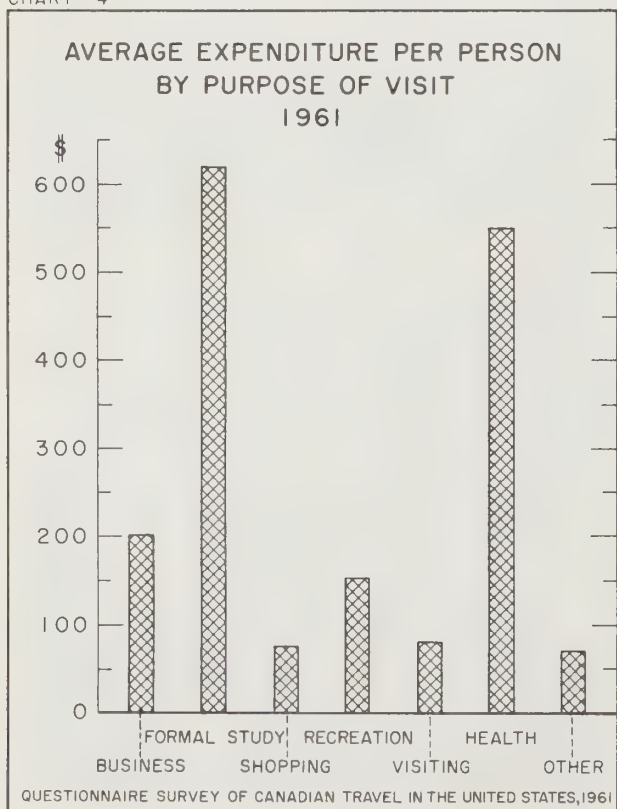


CHART - 4



Respondents to the mail questionnaire were also asked for their length of stay in the United States, and the usual variation according to purpose of trip, mode of travel, province of re-entry and season of year was again apparent. However, in order to simplify results, average length of stay was compiled from data representative of all types of transportation.

In 1961, persons indicating formal study in the United States remained an average of 87.8 days, considerably greater than the average for other purposes of trip and an increase of 20 days compared with corresponding 1960 data. The second longest average stay was attributed to persons travelling for reasons of health, who remained 50 days, a slight decrease from the year 1960. Canadians specifying recreation as their main purpose of trip in 1961 stayed in the United States an average of 12.5 days, or about 1 day longer than in 1960, while visits to friends or relatives, which lasted 11.4 days on the average, displayed very little change. Similarly, the average shopping trip lasted 2.9 days, the same as in 1960, while business trips averaged 8.1 days or approximately one-half day longer. The average length of stay recorded by Canadians indicating "other" reasons amounted to 8.3 days in 1961, also about one-half day greater than in the previous year.

An analysis of average length of stay by purpose of trip according to province of re-entry shows that the highest average for business trips

was attributed to residents of Alberta who remained 16.5 days. The shortest average stay for this purpose was registered by residents of Quebec, amounting to 7 days. Average length of stay per traveller specifying visits to friends or relatives ranged from 9.7 days for re-entries via Quebec to 18.8 days for persons returning through Alberta. An examination of returned questionnaires which had the purpose of recreation checked does not reveal as great a variation. Residents of Saskatchewan remained 14.7 days, followed by Ontario residents with an average of 13.2 days, while the shortest length of stay recorded by persons indicating recreation appeared for travellers from the province of Manitoba, who averaged 10.2 days. Residents of British Columbia and the Yukon Territory whose purpose was formal study remained an average of 154 days in the United States and re-entries via Ontario returning from travel for their health stayed 68.1 days on the average. Persons returning via the Atlantic Provinces after shopping excursions registered an average stay of 3.4 days. Generally, the average length of visit by shoppers corresponds fairly closely with the 48-hour minimum length of stay required for customs exemption. The longest average stay for persons specifying "other" reasons of travel amounted to 12.6 days and was attributed to residents of Quebec, while the shortest (4.9 days) was registered by travellers from Saskatchewan.

Additional compilations of data showed that the average length of stay varied with the time of year. For example, travel for recreation lasted 9 days in the third quarter and 18.8 days during the second quarter, while visiting friends or relatives averaged 9.2 days in the fourth quarter and 13.1 days in the second. Purposes of trip displaying the least amount of quarterly variation from an average length of stay point of view were business and shopping. Canadians travelling to the United States for the former reason averaged a stay lasting 8.3 days in the first quarter, 8.1 days in the second, 9.4 days in the third and 6.7 days in the final period of 1961. At the same time, the average length of stay per shopper, which was slightly longer during the first and third quarters than at other times of the year, did not vary more than 0.3 days from the average for the year. Again, the average length of stay per traveller indicating health was highest during the second quarter (86.5 days) as a result of people returning from winter vacations in the Southern States.

Information obtained from the questionnaires on expenditures in the United States was compiled according to purpose of trip by province of re-entry and type of transportation. In addition, data showing the average expenditure per person and per person per day as well as the average length of stay per person are presented in Charts 3 and 4.

The highest average expenditure per trip amounted to \$618.77 and was attributed to Canadians who had travelled to the United States for formal study. This marked an increase of \$59.32 over the comparable 1960 average and may reflect an in-

crease in the cost of tuition fees. However, the average amount spent per person per day was the lowest recorded, amounting to \$7.05, representing a decrease of \$1.20 in comparison with the corresponding 1960 average. Residents of British Columbia and the Yukon Territory spent the most per trip for education with an average of \$945.98, while respondents from Alberta indicated they had spent an average of \$838.43 per person. The lowest average expenditure for formal study was accounted for by persons returning via the province of Ontario, amounting to \$488.95. The highest average expenditure per person according to type of transportation was recorded by Canadian travellers returning by train, who spent \$705.38 on the average for formal study. A similar analysis of questionnaires reporting health as a purpose of trip shows that respondents spent an average of \$549.95, the second highest and an increase of \$81.18 over the comparable 1960 average. In addition, the average outlay per person per day for health experienced a gain of \$1.74, amounting to \$11.00 in 1961. Re-entries via Quebec spent the most per person travelling for health with an average of \$726.69, while persons from Alberta averaged \$680.80.

Indications were that Canadians who had travelled to the United States on business trips during 1961 spent \$201.23 on the average, a rise of \$13.50 over the 1960 average. Average outlay per person per day also advanced slightly to \$24.73. Persons returning via Alberta registered the highest average according to province of re-entry—\$417.78, while the lowest average outlay amounted to \$173.95 and was attributable to re-entries via Ontario. Travellers by plane who specified business trips spent \$234.05 on the average, the highest in comparison with other forms of travel, while the average per traveller by train was next, amounting to \$209.15. An examination of returned questionnaires indicating recreation as purpose of trip in 1961 reveals an average expenditure per person of \$152.90, a decline of \$7.17 from the year previous. At the same time, average outlay per person per day fell by \$1.76 to \$12.24. According to survey results, persons re-entering in Alberta registered the highest outlay per person travelling for recreation with an average of \$197.14, Quebec had the next highest (\$165.54) and the lowest average, which came to \$116.35, was recorded by re-entries in Saskatchewan.

Respondents to the "mail questionnaire" in 1961 who had visited friends or relatives in the United States spent \$81.29 on the average, some \$2.33 more than the average recorded in 1960. The average expenditure on a per person per day basis rose slightly to \$7.16. A provincial breakdown indicates that re-entries via Alberta spent more on the average than re-entries through other provinces, with an average of \$172.84, while Ontario averaged the least—\$69.93. The average amount spent per person visiting friends or relatives by plane was \$153.04 in 1961, the highest according to type of transportation, with train travellers averaging \$99.32 and bus travellers \$91.27. Survey

data also revealed that the average outlay per person specifying shopping trips to the United States in 1961 amounted to \$75.58 compared to \$71.62 in the year previous. In addition, average expenditure per person per day amounted to \$25.85, an increase of \$4.36. The highest average by province of re-entry was recorded by respondents via Quebec, who spent \$94.35, with re-entries via the Atlantic Provinces averaging a close second at \$93.20. Respondents returning from shopping trips by plane recorded the greatest outlay on a transportation basis, amounting to \$142.75. This was a considerably greater sum than the next highest average of \$94.41 attributed to persons re-entering by rail and more than double the average of \$67.08 for automobile travellers.

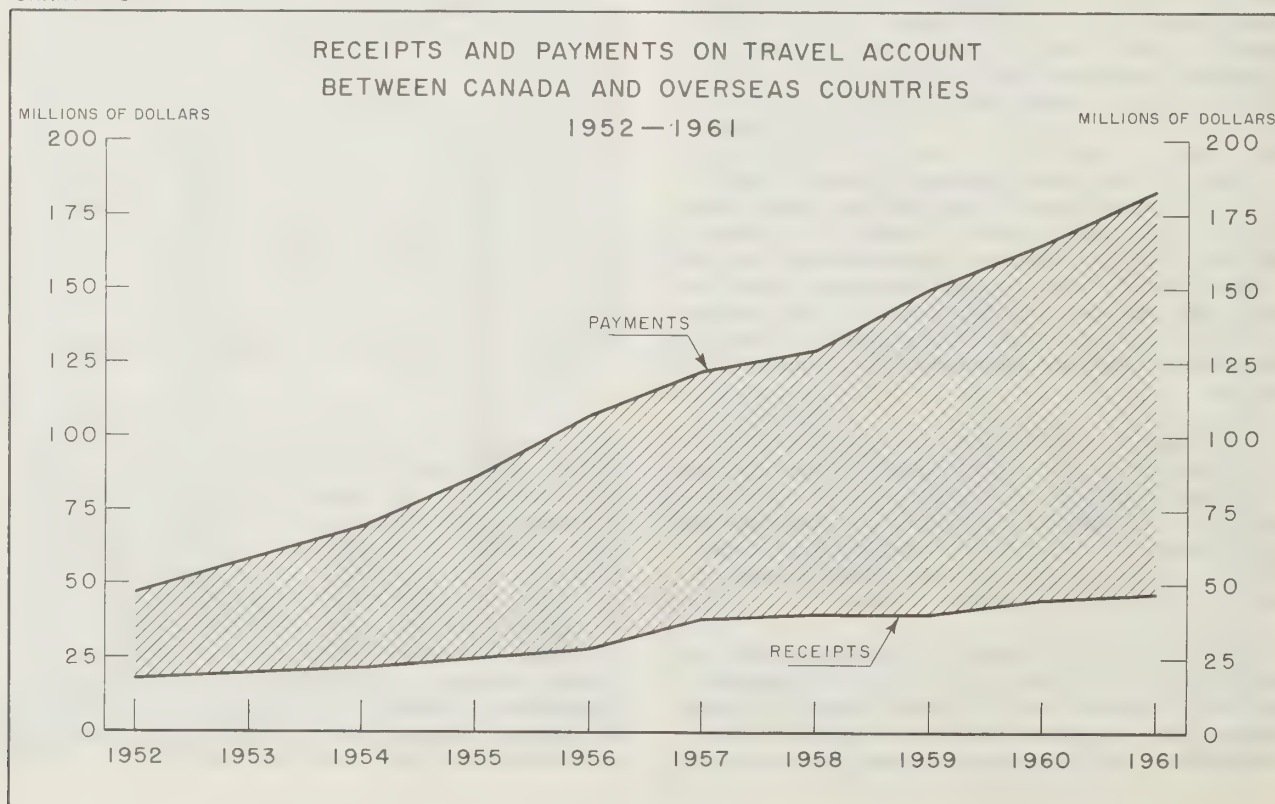
In the residual group referred to as "other", many of the respondents to the "mail questionnaire" survey were in transit, while others indicated they were looking for work, transporting relatives to and from points of embarkation for travel overseas, etc. The average amount spent by this group of travellers in 1961 was \$70.12, a reduction of \$12.83 from the previous year, and the average expenditure per person per day declined by \$2.43 to \$8.41. Examination of the average per person by province of re-entry shows that the highest was recorded by Ontario amounting to \$85.00, followed closely by Quebec with \$84.76. There was wide variation in the average according to type of transportation, ranging from \$55.90 per automobile traveller to \$315.37 for plane travellers.

Travel Between Canada and Overseas Countries

The basic record of the volume of non-immigrant travel to Canada from overseas countries was weakened by administrative procedures introduced January 1, 1961. Prior to that time, transportation companies were required to complete a form for the Department of Citizenship and Immigration which provided certain details of this travel movement. However, a request from the transportation companies to be relieved of this procedure was granted and as a result, the availability of data for the overseas section of this Annual Report has been drastically curtailed. For example, statistics comparable to those published formerly are no longer available showing the volume of non-immigrant visitors from overseas by countries in 1961 or their purpose of trip in Canada.

Receipts from residents of overseas countries in 1961 were estimated at \$47 million, a gain of \$2 million or between 4 and 5 per cent in comparison with 1960. An estimate of the breakdown would indicate that some \$21 million in receipts or close to 45 per cent of the total was received from residents of the United Kingdom, marking an increase of \$1 million or 5 per cent over 1960. At the same time, it was estimated that visitors from other "Sterling Area" countries in 1961 spent \$7 million, an expansion of \$1 million or nearly 17 per cent over comparable 1960 data. There was no significant change indicated in receipts from the O.E.E.C. area and all remaining countries.

CHART — 5



**STATEMENT 21. Balance of Payments on Travel Account Between Canada
and Overseas Countries, 1960 and 1961¹**

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.E.C. countries		All other countries	
	1960	1961	1960	1961	1960	1961	1960	1961	1960	1961
	millions of dollars									
Receipts	45	47	20	21	6	7	13	13	6	6
Payments	165	183	70	71	14	21	65	72	16	19
Net Balance	- 120	- 136	- 50	- 50	- 8	- 14	- 52	- 59	- 10	- 13

¹ Subject to revision.

Canadian Travellers Overseas (Returning Direct)

Canadian travellers returning direct from trips overseas in 1961 numbered 223,100, representing an increase of 34,500 persons or just over 18 per cent in comparison with the 1960 volume. This established an all-time high, although the rate of increase was slightly less than that recorded in 1960. An analysis on a quarterly basis reveals that travel overseas experienced gains throughout the year, particularly in the first and third quarters. Canadians returning direct in the first quarter amounted to 43,500, a gain of 11,600 or between 36 and 37 per cent in comparison with the same period of 1960. Similarly, re-entries during the third quarter, which numbered 86,400, marked an expansion of 13,600 persons or close to 19 per cent. Direct re-entries amounted to 47,200 in the second quarter and 46,000 in the final quarter, while the corresponding volumes in 1960 were 40,100 and 43,800, respectively.

Payments by Canadians returning direct from overseas travel in 1961 also climbed to a new high

of \$151 million, an increase of approximately \$11 million or between 7 and 8 per cent compared with 1960. This increase in expenditures was significantly less than the sharper gain in numbers of travellers as more Canadians used Canadian transportation services overseas and visits overseas were for shorter durations than in 1960. On the other hand, there was a higher cost of foreign currencies. It was only during the fourth quarter, where expenditures amounted to \$31 million, that a slight decline was noticed in comparison with 1960 data, amounting to just over \$3 million or between 9 and 10 per cent. Payments of \$27 million in the first quarter experienced an increase of \$7.5 million or slightly over 38 per cent and expenditures of \$33 million in the second quarter represented a gain of nearly \$3 million or 9 per cent. Similarly, expenditures of \$59 million during the third quarter were some \$3.5 million or just over 6 per cent higher than in the corresponding period of 1960.

**STATEMENT 22. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, 1957-61**

Port of re-entry	1957	1958	1959	1960	1961
Gander, Nfld.	3,254	2,665	3,578	4,471	6,885
Greenwood, N.S.	—	—	—	1,298	1,791
Halifax, N.S. (Aeroplane)	1	1	1	1,588 ²	5,355
Sydney, N.S. (Aeroplane)	—	—	—	656	795
Dorval, Que.	37,927	49,383	64,938	77,965	96,859
Malton, Ont.	15,962	21,067	23,765	36,673	44,021
Edmonton, Alta.	—	—	1,462	2,705	2,575
Vancouver, B.C. (Aeroplane)	9,369	9,897	12,905	17,040	16,630
Totals	66,512	83,012	106,648	142,396	174,911
St. John's, Nfld.	710	573	537	430	300
Halifax, N.S. (Vessel)	7,557 ³	4,138 ³	4,055 ³	4,502 ³	2,789
St. John, N.B.	1,373	1,281	940	399	510
Quebec, ⁴ Que.	38,877	38,453	39,704	34,601	30,524
Vancouver, B.C. (Vessel)	1,332	1,258	1,493	1,512	2,526
Totals	49,849	45,703	46,729	41,444	36,649
Other ports (Aeroplane and Vessel)	3,541	3,404	3,428	4,726	11,558
Grand totals, all ports	119,902	132,119	156,805	188,566	223,118

¹ Included under Halifax (vessel).

² August-December inclusive.

³ Includes re-entries by aeroplane prior to August, 1960.

⁴ Many returning residents cleared at Quebec disembark at Montreal.

A breakdown of overseas expenditures according to destination by Canadians returning direct in 1961 shows that the United Kingdom area received about \$65 million, marking a slight increase of just over \$1 million or 2 per cent in comparison with 1960 information. Other European countries were the recipients of approximately \$61 million, exceeding the figure for the previous year by \$4.5 million or 8 per cent. In 1961, Canadians returning direct from travel to other Commonwealth countries spent between \$12 and \$13 million, around \$3 million or 35 per cent more than in 1960. Expenditures in all other areas not elsewhere specified were also higher, amounting to \$12 million, roughly 13 per cent greater than in 1960.

Transportation charges paid to foreign carriers other than United States are included in the estimates of Canadian travel expenditures overseas.

Payments to United States carriers, however, are debited to the travel account with that country. As fares paid by Canadians to Canadian transportation companies do not represent a movement of money outside the country, they are not included in the cost of overseas travel. Transportation charges paid to foreign carriers in 1961 by Canadians returning direct from overseas represented 32 per cent of the total amount spent on overseas travel—the same percentage as in 1960. It is interesting to note that Canadian transportation companies received between 47 and 48 per cent of the payments to all carriers (including United States and Canadian) in 1961 compared with about 44 per cent in 1960. Comparable data released by the United States Department of Commerce would indicate that residents of that country allocated between 57 and 58 per cent of their transportation payments to foreign carriers, a rise close to 3 percentage points compared with 1960.

**STATEMENT 23. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-Entry, compiled Quarterly, 1961**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	1,343	1,219	2,656	1,667	6,885
Greenwood, N.S.	301	525	386	579	1,791
Halifax, N.S. (Aeroplane)	674	1,199	2,057	1,425	5,355
Sydney, N.S. (Aeroplane)	17	13	703	62	795
Dorval, Que.	19,203	19,635	36,850	21,171	96,859
Malton, Ont.	11,954	9,982	14,828	7,257	44,021
Edmonton, Alta.	571	599	1,017	388	2,575
Vancouver, B.C. (Aeroplane)	6,293	3,378	4,072	2,887	16,630
Totals	40,356	36,550	62,569	35,436	174,911
St. John's, Nfld.	31	32	190	47	300
Halifax, N.S. (Vessel)	1,368	628	365	428	2,789
St. John, N.B.	455	—	—	55	510
Quebec, ¹ Que.	—	7,135	17,237	6,152	30,524
Vancouver, B.C. (Vessel)	514	799	706	507	2,526
Totals	2,368	8,594	18,498	7,189	36,649
Other ports (Aeroplane and Vessel)	815	2,024	5,332	3,387	11,558
Grand Totals, all ports	43,539	47,168	86,399	46,012	223,118

¹ Many returning residents cleared at Quebec disembark at Montreal.

Type of Transportation

A mail questionnaire survey was again used to secure information from a sample of Canadian travellers returning direct from overseas in 1961. Indications were that air lines (both foreign and domestic) received between 81 and 82 per cent of all overseas transportation costs paid by Canadian travellers, a gain of approximately 7 points over the corresponding percentage in 1960. Further evidence of the increasing popularity of air travel may be gained from an analysis of Statement 22, which shows that direct re-entries via the principal airports numbered 174,900, representing between 78 and 79 per cent of the total volume or an increase of about 3 points over the comparable 1960 proportion. In addition, the total number of re-entries

by air in 1961 marked an advance of 32,500 or nearly 23 per cent more than in the year previous. On the other hand, the number of Canadians returning direct from overseas at principal seaports in 1961 was down 4,800 or between 11 and 12 per cent. Other ports (both aeroplane and vessel) not elsewhere specified in the Statement accounted for just over 5 per cent of the direct re-entries in 1961, compared with between 2 and 3 per cent in 1960.

Nearly all the principal airports recorded gains in the number of direct re-entries with the exception of Edmonton and Vancouver which registered slight decreases. The most significant advances occurred at the airports of Dorval, Quebec and Malton, Ontario. In 1961, direct re-entries via Dorval increased by

18,900 persons or 24 per cent and Malton by 7,300 or 20 per cent over corresponding 1960 volumes. Residents disembarking by vessel at Quebec declined by 4,100 or 12 per cent, accounting for much of the decrease noted in the yearly volume for vessel. There were also 1,700 or 38 per cent fewer re-entries at Halifax, Nova Scotia. However, residents returning by vessel at Vancouver, British Columbia and St. John, New Brunswick, did record increases in comparison with 1960.

Data on Canadian travellers returning direct from overseas travel by port of re-entry are presented on a quarterly basis in Statement 23. More re-entries were recorded in each quarter of 1961 than in corresponding periods of 1960. The most notable gains appeared in the first and third quarters, amounting to 11,600 and 13,600 persons, respectively. At the same time, direct re-entries advanced by 7,100 persons in the second quarter and 2,200 in the fourth. On a percentage basis, the largest increase occurred in the first quarter, amounting to 36.5 per cent. In addition, the proportion of travellers returning in this period accounted for 19.5 per cent of the total compared with 17 per cent in 1960. However, the percentage of direct re-entries which were registered in the fourth quarter declined by between 2 and 3 points compared with the year previous. Some 36 per cent of the direct re-entries by plane occurred in the third quarter of 1961, 23 per cent in the first quarter, 21 per cent in the second and 20 per cent in the fourth. An analysis of re-entries by vessel reveals more pronounced quarterly trends than plane, with 50.5 per cent recorded in the third quarter, 23.4 per cent during the second, 19.6 per cent in the fourth and 6.5 per cent in the first quarter. Decreased traffic by vessel at the St. Lawrence River ports in the winter months is largely responsible for the low volume in the first quarter even though re-entries via the Atlantic seaports of Halifax and St. John are highest during that time. Travel by plane, not being affected to the same extent by winter conditions, displays less variation on a quarterly basis. With the exception of Vancouver, British Columbia and Greenwood, Nova Scotia, the highest proportion of re-entries direct by air at all other major Canadian airports was recorded during the third quarter. The greatest number of Canadians returning via Vancouver occurred in the first quarter, amounting to 38 per cent, while 32 per cent of the residents via Greenwood were recorded in the fourth quarter.

Destination

Destinations reported by Canadian travellers re-entering direct from overseas trips in 1961 were arranged on an area basis rather than by country, as many respondents, particularly those returning from travel to Europe, indicated more than one country visited per trip. Results are presented in Statement 24, compiled quarterly by type of transportation. A comparison with 1960 data shows that the percentage of travel to the United Kingdom alone experienced a slight gain of 1.6 percentage points, while the proportion of combined trips to both the United Kingdom and other European areas

declined by nearly 3 points. In addition, the percentage of visits to the United Kingdom both alone and in combination with trips to Continental Europe amounted to 57.5 per cent, a decrease of 1.3 percentage points from the 1960 proportion. Survey data indicated that the percentage of Canadians who had been to countries in Continental Europe advanced by roughly 3 points over 1960 and the proportion of destinations in other British Commonwealth areas increased by slightly more than 1 point. Destinations in other areas not already covered were reported by between 4 and 5 per cent of the respondents compared with between 5 and 6 per cent in the previous year, while the percentage of visits to a combination of several areas was relatively unchanged.

Some of the more popular destinations within the other Commonwealth category were, Bermuda accounting for nearly 4 per cent of the direct re-entries, the Federation of West Indies with just over 4 per cent, and the Bahamas representing about 2 per cent of the destinations reported. The most significant change compared with 1960 percentages was an increase of 1 point in the proportion of visits to Bermuda, as the proportion of travel to other Commonwealth areas failed to record any appreciable difference. In 1961, survey data indicated that 3 per cent of the Canadian travellers who returned direct had been to Mexico, a decrease of approximately 1 point, while the proportion travelling to Central America and the non-British West Indies also experienced a slight decline. There was also a moderate decline in the proportion of visits to South America, which represented less than one-half per cent of the overseas travel in 1961.

An analysis of destination data for 1961 on a quarterly basis shows that the proportion of travel to the United Kingdom varied slightly. The most notable change in comparison with 1960 occurred in the first quarter where re-entries from the United Kingdom accounted for about 8 per cent more of the total re-entries. The proportion of Canadian travellers specifying combined trips to the United Kingdom and Continental Europe ranged from 21 per cent of the re-entries in the first quarter to 30 per cent in the third quarter. It was in the fourth quarter, however, that the most significant change occurred, when re-entries from trips to these two areas represented between 27 and 28 per cent of the total for the quarter, a drop of close to 6 points in comparison with 1960. Travel to Continental Europe only accounted for just over 24 per cent of the direct re-entries in the first quarter, a gain of between 5 and 6 percentage points in comparison with the corresponding percentage in 1960. The proportion of visits to other Commonwealth areas appeared to be higher during the first half of the year, reflecting the popularity of winter vacations in such areas as Bermuda, the West Indies Federation and the Bahamas. Between 12 and 13 per cent of the re-entries in the first quarter and about 16 per cent in the second quarter had been to other Commonwealth areas in 1961, compared with roughly 10 per cent and 8 per cent in the last two quarters, respectively.

**STATEMENT 24. Destination reported by Canadians Returning Direct from Overseas
Countries, compiled Quarterly by Type of Transportation, 1961**

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane:					
United Kingdom only	30.5	28.5	32.3	33.0	31.3
United Kingdom and other European countries	19.2	21.8	26.4	25.1	23.6
Other European countries only	25.1	18.4	22.8	23.0	22.4
Other Commonwealth countries	12.6	18.0	12.0	10.0	12.9
All other countries	6.4	7.4	3.2	5.0	5.2
Combined destinations	6.2	5.9	3.3	3.9	4.6
Grand totals	100.0	100.0	100.0	100.0	100.0
Vessel:					
United Kingdom only	19.3	27.7	31.3	36.1	30.7
United Kingdom and other European countries	43.6	36.1	48.0	37.4	41.5
Other European countries only	12.7	15.3	17.9	20.2	17.5
Other Commonwealth countries	10.0	7.6	0.5	1.0	3.3
All other countries	1.1	1.4	—	—	0.4
Combined destinations	13.3	11.9	2.3	5.3	6.6
Grand totals	100.0	100.0	100.0	100.0	100.0
Aeroplane and Vessel:					
United Kingdom only	29.7	28.3	32.2	33.6	31.2
United Kingdom and other European countries	20.9	24.4	29.7	27.4	26.3
Other European countries only	24.2	17.8	22.0	22.5	21.7
Other Commonwealth countries	12.4	16.2	10.3	8.3	11.5
All other countries	6.1	6.3	2.6	4.1	4.4
Combined destinations	6.7	7.0	3.2	4.1	4.9
Grand totals	100.0	100.0	100.0	100.0	100.0

Re-entries via certain ports also showed a higher proportion of visits to some destinations than others. For example, the percentage of respondents returning via the airports at Halifax, Nova Scotia and Gander, Newfoundland who had been to the United Kingdom amounted to 54 per cent and between 50 and 51 per cent, respectively. On the other hand, only 30 per cent of the re-entries via Dorval and 29 per cent at Malton reported similar destinations. A higher percentage of returning travellers by the latter two ports had been to destinations located farther south such as Mexico, the West Indies Federation and the Bahamas. In 1961, some 13 per cent of the re-entries direct at Malton had been to Bermuda, between 11 and 12 per cent had gone to the West Indies Federation, 8 per cent to Mexico and just over 8 per cent to the Bahamas. Travellers returning to Canada via the airport at Edmonton, Alberta were, for the most part, returning from European visits. Between 24 and 25 per cent indicated the United Kingdom as their destination, 30 per cent had been to both this area and Continental Europe, while 42 per cent had visited Continental Europe only. Canadians returning by plane at Vancouver were more evenly distributed according to their destination with between 17 and 18 per cent specifying the United Kingdom, 18 per cent the

United Kingdom and other European areas, between 14 and 15 per cent Continental Europe only, 18 per cent Mexico, and 17 per cent destinations in a combination of several areas.

An examination of re-entries by vessel at the St. Lawrence seaports of Montreal and Quebec indicates that 32 per cent had been to the United Kingdom, 45 per cent to both the United Kingdom and other Europe, and between 18 and 19 per cent had visited Continental Europe only. Comparable data for the Atlantic seaports also showed a high percentage of travel to European areas, with 44 per cent having been to the United Kingdom only, 25 per cent to both this area and Continental Europe and 12 per cent to Continental Europe only. There were also between 10 and 11 per cent who had been to the West Indies Federation, although most of these had re-entered at the port of St. John, New Brunswick. Quite a high proportion (29 per cent) of the respondents returning by vessel at Vancouver indicated trips to Australia and New Zealand while only 3 per cent had been to any area in Europe. In addition, the majority of re-entries via this port had indicated travel to a combination of several areas.

Length of Stay

Additional data compiled from the overseas questionnaires mailed to Canadian travellers returning direct in 1961 showed that the average length of stay abroad varied according to the country visited and the type of transportation used. Respondents who had been to the United Kingdom only had remained about 44 days in 1961, compared with an average of roughly 50 days in 1960. The average length of stay reported by re-entries direct by plane amounted to 37 days, a slight decrease from the

previous year, while the average for boat travellers advanced to 87 days from 76 days in 1960. Respondents who had returned direct from combined trips to the United Kingdom and Other European countries remained 61 days on the average, or between 10 and 11 days less than in the previous year. The average for boat travellers remained relatively unchanged at 106 days, while the average trip per plane traveller lasted between 46 and 47 days, about 3 days shorter than in 1960.

STATEMENT 25. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled by Destination and Type of Transportation, 1960-61

Destination reported	Aeroplane		Vessel		Aeroplane and vessel	
	1960	1961	1960	1961	1960	1961
	number of days					
United Kingdom only	37.1	36.8	76.1	86.9	49.7	44.3
United Kingdom and other European countries	49.6	46.5	105.9	105.9	71.2	60.7
Other European countries only	48.1	41.1	91.1	112.7	56.7	49.9
Other Commonwealth countries	21.8	20.7	96.8	77.4	24.2	23.0
All other countries ¹	23.4	21.4	29.9	21.6	23.5	21.4

¹ Excluding travel to more than one area per trip.

Comparable data on residents returning direct from visits to European countries other than the United Kingdom in 1961 show that the average trip lasted 50 days, some 7 days less than in 1960. On the average, respondents returning by plane indicated that they had remained 41 days or 7 days less than a year earlier. However, the average trip per boat traveller increased by between 21 and 22 days to 113 days during the same time interval. Travel to other Commonwealth countries in 1961 lasted an average of 23 days, representing a moderate decline of roughly 1 day in comparison with the 1960 average. Those returning direct by plane averaged 21 days, a slight decrease, and direct re-entries by vessel averaged between 77 and 78 days compared with 97 days in 1960. Some of the more important destinations within this category were Bermuda, the West Indies Federation, Australia and New Zealand. Moreover, much of the travel to these areas was by plane rather than boat. The average length of stay also showed considerable variation according to the area visited. For example, travel to Bermuda lasted 13 days on the average, while 23 days were spent in the West Indies Federation. Compared with 1960 averages, Canadians spent

about 5 days less in Bermuda and 1 day longer in the West Indies Federation. Persons returning direct from trips to the Bahamas in 1961 indicated that they had remained there for between 12 and 13 days on the average.

The average length of stay per Canadian traveller returning direct from destinations in countries not specified amounted to 21.4 days in 1961, a decrease of about 2 days from the 1960 average. Average lengths of visit for plane and boat travellers were very close at 21.4 days and 21.6 days, respectively. The former represented a decline of 3 days and the latter a drop of about 8 days in comparison with the previous year. Respondents who had been to Mexico averaged a 17 day stay, about 1.5 days less than in 1960, while a similar decline was noted in the average (16.4 days) for persons returning from Central America and the West Indies not British. Visits to South America lasted 30 days on the average, some 14 days less than the average for 1960. In summary, questionnaire results indicated that with very few exceptions, Canadians returning direct from overseas destinations in 1961 spent less time on their trip than in 1960.

STATEMENT 26. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Destination and Type of Transportation, 1961

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane:					
United Kingdom only	34.1	30.7	40.9	37.7	36.8
United Kingdom and other European countries	51.4	38.4	50.0	43.8	46.5
Other European countries only	32.0	42.4	48.3	38.7	41.1
Other Commonwealth countries	19.6	24.1	19.0	19.8	20.7
All other countries ¹	19.6	25.5	21.3	18.1	21.4
Vessel:					
United Kingdom only	137.1	113.0	63.0	87.1	86.9
United Kingdom and other European countries	189.0	99.6	95.6	97.4	105.9
Other European countries only	155.2	123.3	113.5	96.5	112.7
Other Commonwealth countries	96.2	52.8	—	67.0	77.4
All other countries ¹	30.0	19.1	—	—	21.6
Aeroplane and Vessel:					
United Kingdom only	38.8	45.1	44.3	47.6	44.3
United Kingdom and other European countries	71.6	54.6	61.5	57.4	60.7
Other European countries only	36.5	54.9	56.6	48.3	49.9
Other Commonwealth countries	23.9	26.5	19.0	20.1	23.0
All other countries ¹	19.7	25.2	21.3	18.1	21.4

¹ Excluding travel to more than one area per trip.

Purpose of Visit

The purpose of trip reported by Canadians returning direct from overseas in 1961 was compiled from the aggregate of all questionnaires showing one or more purposes. Resulting information is presented by type of transportation in Statement 27 on a quarterly basis and by destination in Statement 28. Visiting friends or relatives decreased slightly in popularity during 1961, being specified by close

to 48 per cent of the respondents or not quite 1 point less than in 1960. At the same time, the percentage indicating recreation rose by approximately 1 point to 40 per cent. There was also a slight gain of less than one-half per cent in the proportion specifying business reasons for travelling overseas, while health as a purpose of trip experienced a moderate decline. About the same percentage of re-entries indicated formal study abroad in 1961 as in 1960—1 per cent.

STATEMENT 27. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Type of Transportation, 1961

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	10.8	0.8	2.2	35.0	51.2
Second quarter	13.0	0.2	2.2	44.6	40.0
Third quarter	7.2	1.2	1.0	39.7	50.9
Fourth quarter	12.5	0.5	1.4	38.1	47.5
Year	10.4	0.7	1.6	39.3	48.0
Vessel:					
First quarter	3.0	8.5	4.3	51.4	32.8
Second quarter	5.4	1.0	3.2	42.9	47.5
Third quarter	3.4	2.6	3.4	45.2	45.4
Fourth quarter	4.0	2.3	2.3	37.5	53.9
Year	4.0	2.6	3.1	43.0	47.3
Aeroplane and Vessel:					
First quarter	10.3	1.3	2.3	36.2	49.9
Second quarter	11.6	0.3	2.4	44.3	41.4
Third quarter	6.6	1.4	1.4	40.6	50.0
Fourth quarter	11.0	0.8	1.6	37.9	48.7
Year	9.4	1.0	1.8	39.9	47.9

In 1961, there was very little difference between the proportion of plane and vessel travellers who had gone overseas to visit friends or relatives. However, 39 per cent of the plane travellers who responded to the survey specified recreation compared with 43 per cent of the re-entries by boat. A higher percentage of travellers by vessel also indicated health and formal study than did respondents returning by plane. On the other hand, the majority of business trips overseas apparently were by plane as between 10 and 11 per cent of the respondents using this means of transportation listed this purpose, in comparison with only 4 per cent of the boat travellers. The most significant change in comparison with 1960 data was a rise in the proportion of travel overseas for recreation, amounting to 1 percentage point for air travel and nearly 2 points for boat. At the same time, trips to visit friends or relatives by vessel experienced a reduction of almost 3 points in comparison with the 1960 percentage, while the proportion of respondents by air indicating a similar reason remained unchanged.

Purpose of trip was also seen to vary according to the destination reported. The majority of trips (72 per cent) to the United Kingdom were to visit friends or relatives, marking a decline in comparison with 1960. The proportion specifying recreation, on the other hand, climbed to 20 per cent from 17 per cent in the year previous. Between 52 and 53 per

cent of the respondents who had been to both the United Kingdom and other Europe in 1961 checked recreation, about the same proportion as in 1960. There was, however, a slight reduction in the proportion indicating visits to friends and relatives with a corresponding increase in the number travelling for business reasons.

Nearly 64 per cent of the re-entries who had visited Continental Europe only were estimated to have visited friends or relatives, close to 6 percentage points below the corresponding 1960 proportion, while recreation recorded an increase of roughly 6 points. The proportion of re-entries from this area specifying other reasons showed little significant change in 1961. Analysis of purpose of trip reported by respondents returning from other Commonwealth areas once again indicates a high percentage of recreation, amounting to 76 per cent. The proportion specifying visits to friends or relatives amounted to nearly 14 per cent in 1961. Destinations not already referred to are grouped collectively under the heading "All other countries". In 1961, results showed that between 61 and 62 per cent of the respondents in this category had been overseas for recreation, representing a decline of approximately 4 points from 1960. Visits to friends or relatives were specified on about 2 per cent more of the returned questionnaires and business trips as a proportion of the total advanced by between 2 and 3 per cent.

**STATEMENT 28. Purpose of Trip reported by Canadians Returning Direct from Overseas
Countries, compiled by Destination, 1961**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
United Kingdom only	6.5	0.3	0.9	19.9	72.4
United Kingdom and other European countries	15.8	1.3	0.7	49.2	33.0
Other European countries only	9.5	0.8	1.5	24.7	63.5
Other Commonwealth countries	5.5	0.1	4.4	76.9	13.1
All other countries	18.2	1.1	2.4	61.8	16.5
Grand totals	10.4	0.7	1.6	39.3	48.0
Vessel:					
United Kingdom only	3.8	1.0	3.4	21.0	70.8
United Kingdom and other European countries	4.5	3.9	1.6	63.3	26.7
Other European countries only	3.4	2.7	4.1	23.4	66.4
Other Commonwealth countries	4.6	—	4.2	60.9	30.3
All other countries	3.5	3.2	7.7	58.8	26.8
Grand totals	4.0	2.6	3.1	43.0	47.3
Aeroplane and Vessel:					
United Kingdom only	6.2	0.4	1.2	20.0	72.2
United Kingdom and other European countries	13.1	1.9	0.9	52.6	31.5
Other European countries only	8.8	1.1	1.8	24.5	63.8
Other Commonwealth countries	5.5	0.1	4.4	76.2	13.8
All other countries	16.5	1.4	3.0	61.4	17.7
Grand totals	9.4	1.0	1.8	39.9	47.9

Final compilations of data reported on overseas questionnaires in 1961 revealed that between 57 and 58 per cent of the respondents had travelled in groups of two or more, a slight increase of 1 per cent in comparison with the comparable 1960 breakdown. Quarterly data show that about 60 per cent of the respondents returning direct in both the first and third quarters of 1961 travelled in groups of two or more as did roughly 55 per cent of the re-entries during the second and fourth quarters. According to survey results, the most notable change

on a quarterly basis from 1960 was a decline of 5 points in the percentage of group travel during the second quarter. As could be expected, the proportion of group travel varied considerably with the purpose of trip, ranging from 37 per cent of the business trips to 61 per cent of the visits to friends or relatives. Approximately 58 per cent of the respondents who specified recreation indicated they had travelled in groups as did 56 per cent of those specifying health reasons and between 38 and 39 per cent of those travelling for formal study.

Canadian Travellers Overseas (Returning Via the United States)

Canadians returning from trips overseas via the United States in 1961 were estimated to number 53,900, an increase of 1,900 persons or approximately 4 per cent compared to the 1960 volume. At the same time, payments by this group of travellers advanced by nearly \$7 million or between 27 and 28 per cent to \$32 million. Transportation charges (except those paid to Canadian and United States carriers) accounted for \$11 million or between 34 and 35 per cent of the total in 1961, representing an increase of \$3 million or between 37 and 38 per cent in the amount allocated to cover transportation fares. A breakdown of expenditures by residents returning via the United States in 1961 would indicate that the United Kingdom received \$6 million, Continental Europe \$10.5 million, other British areas \$8 million and destinations not already specified \$7.5 million.

Destination

Compilations of data from returned questionnaires indicated that the destinations of Canadians returning from overseas via the United States in 1961 were distributed as follows: United Kingdom 3 per cent; Continental Europe 8 per cent; a combination of the United Kingdom and other Europe 7 per cent; Bermuda 9 per cent; West Indies Federation 14 per cent; Australia and New Zealand 1 per cent; the Bahamas 17 per cent; other British areas between 1 and 2 per cent; Mexico 18 per cent; Central America and the non-British West Indies 6 per cent; South America 3 per cent; other areas not elsewhere specified 2 per cent; and a combination of two or more areas 10 per cent.

In comparison with 1960 data on destination, the most significant changes in 1961 were an increase of 5 percentage points in the proportion of travel to the West Indies Federation and a decrease of 3 points in the proportion of visits to Central America and the West Indies not British. In addition, there appeared to be a reduction in the percentage of European destinations as the proportion of visits to the United Kingdom declined by 1.5 percentage points, combined trips to the United Kingdom and Continental Europe were 2 points lower and, furthermore, the proportion of destinations in Continental Europe only failed to show any

increase over 1960 data. Generally, persons re-entering Canada from overseas travel via the United States reported a much higher proportion of visits to non-European countries than did residents returning direct. Obviously, areas such as Mexico, the West Indies Federation, Bermuda, the Bahamas, Central America and the non-British West Indies, and South America are more readily accessible through the United States. On the other hand, respondents returning direct from overseas reported a considerably higher frequency of destinations in European areas than did re-entries via the United States.

Analysis of destinations reported by re-entries via the United States on a quarterly basis for 1961 shows that in the first quarter 22 per cent had been to Mexico, approximately 18 per cent had visited the West Indies Federation and between 18 and 19 per cent listed their destination as the Bahamas, while European trips accounted for roughly 14 per cent. In the second quarter, close to 20 per cent of the respondents specified Mexico as their destination and another 20 per cent indicated the Bahamas. The proportion of travellers who returned from Bermuda gained considerably in the second quarter, amounting to almost 13 per cent, while the frequency of trips to the West Indies declined slightly to 14 per cent and travel to Europe represented about the same proportion as in the first quarter. The percentage of destinations in European areas advanced in the third quarter, however, accounting for between 22 and 23 per cent, while travel to Mexico represented between 12 and 13 per cent, which was lower than in any other quarter. The popularity of trips to the Bahamas remained high during the third quarter at 18 per cent while visits to Bermuda and the West Indies Federation experienced moderate percentage declines in comparison with the second quarter. Respondents who returned from overseas via the United States during the fourth quarter of 1961 indicated Mexico as a destination in about 18 per cent of the cases. In addition, between 12 and 13 per cent indicated trips to the West Indies Federation and the proportion travelling to Bermuda and the Bahamas accounted for between 11 and 12 per cent in each case. It was in the fourth quarter of 1961 that the highest proportion of travel to Europe was reported by re-entries via the United States, amounting to 24 per cent.

Length of Stay

According to survey results, the average length of stay abroad per Canadian resident returning via the United States in 1961 amounted to 34.7 days, about one-half day less than in 1960. The time spent en route in the United States averaged 6.9 days and the average stay at destination lasted 27.8 days, in each case slight declines from comparable 1960 averages.

Indications were that residents who had visited the United Kingdom only remained 36.2 days on the average, an increase of 5.3 days, while the average time spent en route in the United States amounted to 2.4 days or the same as in 1960. Combined trips to the United Kingdom and Continental Europe lasted 68.4 days on the average, comprising 64.7 days at destination and 3.7 days en route in the United States. The average length of stay in the United States registered a decrease of 1 day, while the average for the remainder of the trip experienced an increase of 2.6 days. An analysis of questionnaires indicating areas in Continental Europe as destination shows that the average trip lasted 52.6 days in 1961 or 5.6 days less than in 1960. Respondents remained in the United States an average of 2.3 days, marking a decrease of 1.1 days from 1960, and averaged 50.3 days during the remainder of the trip, a decline of 4.5 days. Comparing the average length of stay as reported by respondents via the United States with the averages for direct re-entries, it is seen that the latter group spent 0.4 days less on visits to Continental Europe and 4 days less on combined visits to the United Kingdom and other Europe. On the other hand, respondents via the United States spent, on the average, 8.1 days less in the United Kingdom than persons returning direct.

Travel to Bermuda in 1961 lasted an average of 12.8 days, some 2.2 days less than in 1960. En route travel in the United States lasted 2.9 days on the average and time spent at destination amounted to 9.9 days, representing decreases of 1 day and 1.2 days, respectively, in comparison with corresponding averages for the year previous. In addition, the average stay in Bermuda for persons travelling via the United States was 3.3 days shorter than the average of direct travel. Respondents who had been to the West Indies Federation in 1961 averaged 20.6 days, comprising 5 days in the United States and 15.6 days at destination. Total travel time involved was 5 days shorter than in 1960 and the length of stay at destination was 7.3 days less than the average for persons returning direct from the same destination. An examination of travel by respondents who had been to the Bahamas reveals that the whole trip lasted an average of 17.2 days, consisting of an average of 10.7 days in the United States and 6.5 days at destination. The time spent in the Bahamas was 6.1 days less than the average for persons returning direct. Incidentally, many trips to the Bahamas are short excursions taken by Canadians vacationing in the Southern United States.

Trips to Australia and New Zealand via the United States averaged 63.7 days, marking an expansion of 6.7 days over the 1960 average. En route travel through the United States, which lasted 4.7 days on the average, represented a decline of 3.8 days. However, the length of stay for the remainder of the trip averaged 59 days, or 10.5 days longer than in the previous year. Nevertheless, the average length of stay by Canadians returning from Australia and New Zealand via the United States was 15.1 days shorter than the average for direct travel.

Survey results indicated that the average trip to Mexico by residents returning via the United States in 1961 lasted 31.9 days, a gain of 1.6 days over the 1960 average. Both the average time en route (12.8 days) and at destination (19.1 days) recorded increases, amounting to 0.7 days and 0.9 days, respectively. At the same time, the average stay in Mexico was 1.8 days longer than the average for persons who returned direct. The average trip to Central America and the non-British West Indies lasted 18 days in 1961, a decrease of 6.6 days in comparison with 1960 data. Both the amount of time spent en route and at destination were below the previous year's average. Average time spent en route, which amounted to 5.9 days, represented a decline of 3.4 days and the average length of stay at destination fell by 3.2 days to 12.1 days. In comparison with the average for persons returning direct from Central America and the non-British West Indies, those re-entering via the United States spent 4.3 days less. Similarly, travel to South America via the United States was estimated to have lasted an average of 32.4 days, 29.7 days of which were spent at destination compared with 30.1 days for the direct travellers. Furthermore, the average stay en route through the United States was 2.7 days in 1961, a decrease of 2.3 days from the 1960 average, and length of stay at destination declined by 1 day.

Purpose of Visit

All questionnaires showing one or more purposes of trip were used in compilations of data for 1961. The most notable differences between the direct and via United States travel from a purpose of trip viewpoint occurred in the proportion specifying recreation and visiting friends or relatives. Just over 66 per cent of the respondents returning via the United States in 1961 indicated recreation compared with 40 per cent of the direct. On the other hand, the proportion of travellers via the United States who specified visits to friends or relatives amounted to between 18 and 19 per cent, while the same reason accounted for 48 per cent of the direct re-entries. Further comparisons show that about 5 per cent of the respondents who re-entered via the United States had been overseas for reasons of health, as opposed to 2 per cent of the direct. Business trips were indicated by the same proportion as direct travel, nearly 9.4 per cent.

**STATEMENT 29. Purpose of Trip reported by Canadians Returning from Overseas
Countries via the United States, compiled by Destination, 1961**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
United Kingdom only	6.0	—	1.7	23.3	69.0	—
United Kingdom and other European countries	12.0	2.1	0.7	62.3	22.9	—
Other European countries only	8.4	1.2	7.8	25.8	56.8	—
Other Commonwealth countries	7.4	—	5.6	77.0	9.8	0.2
All other countries	11.5	0.6	4.1	67.4	15.1	1.3
Grand totals	9.4	0.5	4.7	66.3	18.5	0.6

In 1961, some 69 per cent of the respondents who had returned via the United States from trips to the United Kingdom only indicated that their purpose of trip was to visit friends and relatives compared to between 65 and 66 per cent in 1960. Travel for business reasons represented only 6 per cent of the visits to this area compared with nearly 12 per cent in 1960 and a moderate increase was noticed in the percentage specifying recreation. However, indications were that slightly more than 62 per cent of the re-entries from overseas via the United States, who had visited a combination of destinations in the United Kingdom and Continental Europe, had travelled for recreation. This marked an increase of between 8 and 9 percentage points compared with 1960. On the other hand, visits to friends or relatives accounted for 23 per cent of these travellers in 1961 as compared to between 30 and 31 per cent in the year previous. Results of the overseas survey also revealed that visits to friends or relatives accounted for 57 per cent of the re-entries who had been to European countries other than the United Kingdom, a decline from the 1960 proportion. In addition, it was shown that the percentage specifying recreation in 1961 also decreased. At the same time, however, the proportion of visits to Continental Europe for business advanced significantly to between 8 and 9 per cent. Travel for health also recorded a considerable gain, representing nearly 8 per cent of the respondents in 1961 compared to 3 per cent in 1960.

Survey results for 1961 suggested that 77 per cent of the travel by residents re-entering Canada via the United States after trips to "other Commonwealth" areas was for recreation, the same proportion as in 1960, while there were only minor changes in the percentages specifying other reasons for their trip. Much of the travel to "other Commonwealth"

areas comprises trips to Bermuda, the Bahamas and the West Indies Federation, which accounts for the exceptionally high proportion of recreational travel. In 1961, between 67 and 68 per cent of the respondents returning from destinations in other countries not specified indicated recreation as their purpose of trip, a decline of roughly 4 points from the 1960 proportion. Visits to friends or relatives, however, accounted for 15 per cent of the total and business trips represented between 11 and 12 per cent of the re-entries from all other countries compared with approximately 9 per cent in 1960.

An analysis of purpose of trip on a quarterly basis as presented in Statement 30 reveals that recreation was the most frequent reason for travel throughout the year, while visiting friends or relatives was next in popularity. In comparison with similar results for 1960, the proportion of travel for recreation advanced by close to 6 percentage points in the third quarter and 4 points in the second, while decreases of between 4 and 5 and approximately 3 points were noted in the first and fourth quarters, respectively. At the same time, the percentage of visits to friends or relatives registered a decrease of about 7 points in the third quarter and 1 in the second quarter, while the final quarter showed an increase of 3 points. The proportion of business trips was highest during the fourth quarter, representing 12 per cent of the travel in that period. Compared with 1960 data, the most significant change in the proportion of business travel occurred in the first quarter, when 9 per cent of the respondents reported business. The percentage of travel for reasons of health showed a fair amount of seasonal variation, ranging from between 1 and 2 per cent of the respondents returning in the third quarter to nearly 8 per cent of those in the first.

**STATEMENT 30. Purpose of Trip reported by Canadians Returning From Overseas
Countries via the United States, compiled Quarterly, 1961**

	Business	Formal study	Health	Recreation	Visiting friends or relatives	Other
	per cent					
First quarter	9.1	0.2	7.8	65.0	16.9	1.0
Second quarter	8.7	0.5	6.5	67.2	16.4	0.7
Third quarter	8.1	1.0	1.6	67.4	21.6	0.3
Fourth quarter	12.1	0.2	2.9	66.3	18.3	0.2
Year	9.4	0.5	4.7	66.3	18.5	0.6

In 1961, indications were that about 63 per cent of the re-entries from overseas via the United States had travelled in groups of two or more. The occurrence of group travel was greatest during the first quarter, amounting to just over 71 per cent. The percentage of travel in groups accounted for a lower proportion of re-entries during the remainder of the year, however, with 62 per cent in the second quarter, 59 per cent in the third quarter and between 55 and 60 per cent during the final quarter of the year.

Survey results showed that 60 per cent of Canadian residents returning from overseas via the United States in 1961 made their re-entry by plane, between 3 and 4 percentage points higher than the 1960 proportion. Persons returning by car accounted for between 23 and 24 per cent of the volume, re-entries by train represented just over 12 per cent and return trips by bus accounted for approximately 3 per cent, in each case a decrease of 1 percentage point compared with corresponding data for 1960. In addition, 1 per cent of overseas travellers via the United States re-entered Canada by boat in 1961, a moderate decline when compared with 1960.

Quarterly Distribution of Receipts and Payments for International Travel

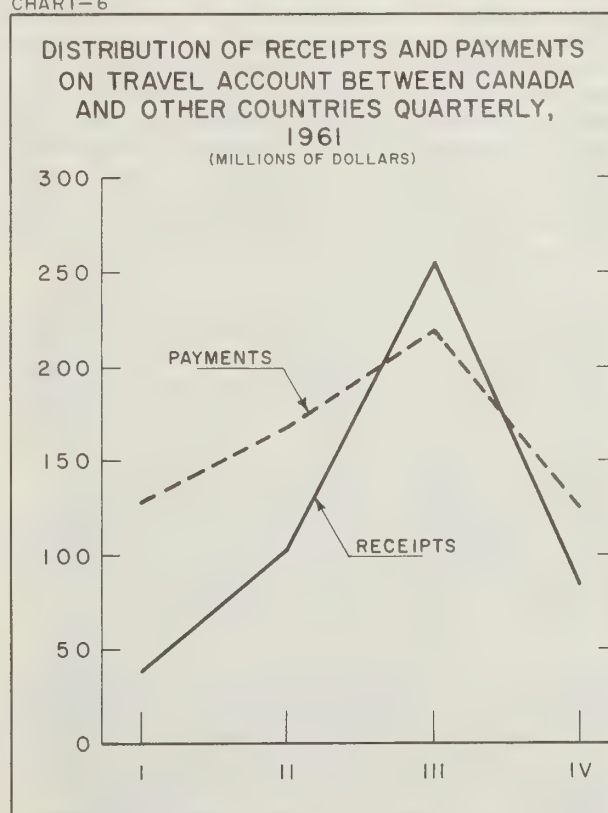
Estimates of the balance of payments on travel account between Canada and other countries compiled quarterly for the ten years 1952-61 inclusive, are presented in Table 2. Some 53 per cent of the receipts occurred in the third quarter, while only 8 per cent were credited to the first quarter, reflecting the varying popularity of the summer and winter seasons as periods in which to travel. Receipts in the second quarter accounted for between 21 and 22 per cent of the total and fourth quarter receipts amounted to between 17 and 18 per cent. The quarterly breakdown of receipts in 1961 on a percentage basis did not vary more than one-half per cent from a similar breakdown of 1960 data. Receipts recorded their greatest gain during the third quarter, amounting to \$34 million or between 15 and 16 per cent more than in the same period of 1960. The most significant percentage increase was noted in the fourth quarter, amounting to \$13 million or 18 per cent, while advances of \$12 million or 13 per cent and \$3 million or 8 per cent were recorded in the second and first quarters, respectively.

Payments by Canadians on foreign travel in 1961 again appeared to be more evenly distributed on a quarterly basis than receipts, ranging from between 19 and 20 per cent in the fourth quarter to just over 34 per cent during the third. The most significant change from comparable 1960 data was a gain of \$10 million or between 8 and 9 per cent in payments during the first quarter. In addition, disbursements in the third quarter advanced by \$7 million or approximately 3 per cent. On the other hand, payments declined by \$2 million or between 1 and 2 per cent in the fourth quarter, while disbursements in the second quarter of 1961 were much the same as in the second quarter of 1960. A comparison of the percentage distribution of payments on a quarterly basis for 1961 with a similar breakdown in 1960 shows a gain of roughly 1 percentage point in the first quarter, accompanied by a decrease of nearly 1 point in the fourth quarter. The proportion of disbursements occurring in the second and third quarters recorded a slight decrease and an increase, respectively.

The most striking feature about Canada's balance of payments on travel account with other countries in 1961 was a credit balance in the third

quarter amounting to \$35 million, compared with a credit of \$8 million in the same period of 1960. Moreover, the debit balance occurring at other times of the year was reduced by \$12 million or between 15 and 16 per cent in the second quarter and \$15 million or approximately 27 per cent in the final quarter. However, there was an increase of \$7 million or between 8 and 9 per cent in the deficit for the first quarter. The net effect was to further reduce Canada's balance of payments deficit with other countries by \$47 million or 23 per cent. Some of the quarterly variations between receipts and payments for the year 1961 may be found illustrated in Chart 6.

CHART-6



Supplementary Analysis of International Travel

Travel vs. Exports and Imports

Although receipts from non-resident travellers in Canada are considered as an "invisible" item in the balance of payments, it is apparent that they have comparable effects to receipts from the export of commodities to other countries. Moreover, when compared to individual commodities exported to all countries, travel receipts of \$482 million in 1961 were third in order of value, being surpassed only by the export of newsprint paper valued at \$761 million and wheat valued at \$662 million. In addition, the value of travel receipts from non-resident visitors exceeded the third ranking commodity export, lumber and timber, by some \$127 million.

When travel receipts from United States residents are compared with the export of commodities to that country, travel ranks in second place. Although the leading export commodity to the United States was newsprint paper valued at \$630 million, receipts of \$435 million from Americans visiting Canada were some \$166 million greater than the export commodity of wood pulp (the second ranking export to the United States) valued at \$269 million.

In the same manner that travel receipts are comparable to domestic exports in their effect on the balance of payments, so too the expenditures by Canadians on travel to other countries can be likened to the import of commodities. Total payments for travel outside Canada amounted to \$642 million in 1961, considerably higher than the leading group of commodity imports of non-farm machinery and parts valued at \$603 million. Moreover, the amount spent by Canadians in foreign countries was between \$337 million and \$338 million in excess of the value of automobile parts imported during 1961 (the second ranking commodity import group) and some \$351 million greater than the third ranking import, crude petroleum, valued at \$291 million.

A comparison of the expenditures of Canadian travellers in the United States during 1961 with the leading commodities imported from that country reveals that payments of \$455 million (excluding Hawaii) placed second next to purchases of non-farm machinery and parts. The latter were valued at slightly over \$512 million in 1961 or about \$57 million more than the value of travel disbursements. However, automobile parts, which, with a value of \$292 million, placed second among groups of commodity imports from the United States in 1961 were \$163 million under the payments for travel.

From the data presented above, it can readily be seen that travel is an important source of foreign funds, and one which affects directly and indirectly many sections of the business and economic life of Canada and benefits both rural and urban centres. For example, expenditures of visitors travelling in Canada may increase the revenue of transportation companies and garage operators, stimulating in turn the consumption of gas and oil, automotive or boating supplies. Also benefiting directly from these

receipts are establishments providing accommodation such as hotels, motels, lodges, trailer parks, camps and resorts, as well as food and beverage manufacturers, restaurant and cafe owners, retail department stores, sports and recreation enterprises, theatres and night clubs.

Volume and Expenditures

It should be kept in mind, when analysing data on international travel between Canada and the United States, that a great deal of the traffic in both directions is of a short-term nature. In 1961, some 21.1 million or 69 per cent of United States visitors entering Canada remained 24 hours or less compared with 9.4 million long-term visits lasting over 24 hours. Similarly, the number of Canadian trips to the United States which were classified as short-term in 1961 amounted to 23.8 million or 81 per cent of the total travel movement, compared with 5.5 million long-term visits. It will be noticed that the proportion of Canadian travel which was short-term was significantly higher than the comparable proportion of United States travellers, while the opposite was true of the long-term movements. On the whole, however, the aggregate of all Canadian travel to the United States was about 1.2 million crossings lower than United States visits to Canada.

Short-term Canadian travellers to the United States in 1961 are credited with spending \$55.6 million or only 12 per cent of total payments to that country. Similarly, United States residents remaining 24 hours or less in Canada spent \$48.4 million or just 11 per cent of total receipts from that country. These sums are relatively unimportant compared with long-term expenditures, and result from extremely low average expenditures per person. In 1961, the average Canadian short-term traveller spent only \$2.33, while his American counterpart spent even less—\$2.29, which would indicate that a good many short-term trips probably last only a matter of hours.

The average expenditure per Canadian long-term traveller to the United States in 1961 amounted to \$72.96 compared with \$41.29 for the average American long-term visitor to Canada. However, there were approximately 3.9 million more long-term crossings by United States travellers than by Canadian so that the spread between total expenditures for the two groups was not as great as the averages might indicate. In 1961, Canadians remaining over 24 hours in the United States spent \$399.1 million or 88 per cent of the aggregate, while American long-term visitors to Canada spent \$386.9 million or 89 per cent of total receipts from that country.

Per Capita Travel

On a per capita basis, the total of all United States visits to Canada in 1961 represented about 17 per cent of the population or approximately 1 person in every 6. At the same time, the number of Canadian visits to the United States averaged roughly 1.6 trips for each resident of Canada.

Furthermore, the amount spent in the United States represented \$24.93 per resident of Canada, while the average outlay per capita for travel in Canada by residents of the United States amounted to only \$2.38. The average expenditure per traveller between the two countries was much closer, however, amounting to \$15.52 for Canadian visits in the U.S. and \$14.28 for United States visits to Canada.

It may be of some interest to note that automobile registrations in the United States advanced by 2.6 per cent from 1960-1961, and registrations in Canada increased by 5.4 per cent. However, the number of Americans crossing into Canada by car in 1961 marked an increase of about 3 per cent, while, on the other hand, Canadians returning by automobile were almost 1 per cent below the comparable 1960 volume. In 1961, passenger car registrations in the United States represented the equivalent of one vehicle for every 2.9 persons compared with a ratio of one for every 4.2 persons resident in Canada.

Commuter Traffic

During 1961 an attempt was made to obtain data from a sample of United States travellers making frequent trips to Canada under standing (L) commuter permits. From the response received, it is estimated that approximately 1,933,900 trips or between 40 and 41 per cent had been made by persons commuting daily or weekly to a cottage or other residence. It is further estimated that recreation and amusement accounted for 966,400 or just over 20 per cent of the visits, while 953,900 or 20 per cent were to visit friends or relatives. Sample results disclosed that non-residents in possession of an (L) permit had made 584,900 shopping trips to Canada in 1961, representing slightly over 12 per cent of the total commuting traffic, with all other purposes accounting for 327,900 or almost 7 per cent. The majority of standing (L) travel is recorded in New Brunswick and Ontario. An analysis on a provincial basis indicates that visiting friends or relatives was the most popular reason in the province of New Brunswick, amounting to 503,500 or nearly 39 per cent of the commuter entries via that region. Recreation or amusement was next, accounting for 373,400 trips, while estimates show that 299,200 crossings were mainly for shopping. However, in Ontario, most of the commuter traffic was for the purpose of daily or weekly trips to a cottage or other residence (1,874,200 crossings or 58 per cent), while recreation and amusement accounted for the second largest proportion (538,200 or between 16 and 17 per cent). Furthermore, indications were that 379,400 or roughly 12 per cent of the commuting entries via Ontario had been to visit friends or relatives. Additional compilations of survey data revealed that an average of close to 55 trips were made under each standing (L) commuter permit issued to non-resident automobiles entering Canada during 1961 and that the average number of persons per trip amounted to just over 2 persons.

New Highway and Bridges

There are many factors which can influence the flow of American visitors to Canada, some of

which are: the ease of making border crossings; the location of highly populated areas near the International Boundary; abundant natural or physical attractions of the country; the currency exchange rate between the two countries and the economic situation generally; and construction of new roads and bridges. The effect of the last reason mentioned above was clearly illustrated in 1961 with the completion of the Trans-Canada Highway route north of Lake Superior and the bridges at Prescott and Rainy River, Ontario, connecting the United States with Canada.

Completion of the Trans-Canada Highway north of Lake Superior has had an effect mainly on foreign vehicles entering and departing from Canada at Pigeon River to the west of Lake Superior and Sault Ste. Marie on the east. An analysis of non-resident automobiles which entered Canada via Pigeon River and remained two days or more during the six-month period May-October 1961 reveals a total of 41,500 vehicles, a gain of 14,700 entries or nearly 55 per cent in comparison with the same period of 1960. A similar analysis of entries via Sault Ste. Marie for the same two periods shows that the volume of traffic increased by 19,300 vehicles or 31 per cent.

Further compilations indicated that 16,900 or 41 per cent of the entries at Pigeon River had continued east and departed from Canada at Sault Ste. Marie, compared with only 2,100 or 8 per cent who travelled the same route in May-October of 1960. Moreover, the proportion of vehicle entries at Pigeon River which returned to the United States via the port of entry dropped from 74 per cent in 1960 to between 46 and 47 per cent in 1961. In the opposite direction, 15,800 or 19 per cent of the two-day and over vehicles, which entered at Sault Ste. Marie in the period May-October 1961, departed from Canada at Pigeon River compared with only 2,100 or between 3 and 4 per cent during the same months of 1960. Comparable to Pigeon River a marked reduction was noted in the proportion of vehicles entering and departing via Sault Ste. Marie—54 per cent as compared with 64 per cent in the previous year. Motorists using the direct route between Pigeon River and Sault Ste. Marie cover approximately 485 miles in Canada, or more if additional side trips are taken on the way.

Thus, to sum up, it is evident that foreign traffic between Pigeon River and Sault Ste. Marie, Ontario has increased as a result of completion of the Trans-Canada Highway between those points. Furthermore, due to the fact that the majority of automobiles entering at Pigeon River are from the states of Minnesota and Wisconsin, and a large proportion of entries via Sault Ste. Marie originate in Michigan, it would appear that a "Circle Tour" of both Lake Superior in Canada and Lake Michigan in the United States is becoming popular.

Construction of a new bridge spanning the St. Lawrence River at Prescott, Ontario also had an effect on the flow of traffic to Canada. In the 12

months beginning October 1960 and ending September 1961, a total of 51,100 foreign automobiles entered Canada at Prescott, an increase of 21,000 or close to 70 per cent over comparable data for the period October 1959-September 1960. Similarly, the new bridge opened at Rainy River, Ontario, was responsible for an increase in foreign automobile entries in that area. From July 1960 to June 1961, a total of 13,900 non-resident automobiles crossed into Canada at Rainy River, Marking an expansion of 6,200 entries or 81 per cent compared with the volume of traffic during the 12 months July 1959-June 1960.

Length of Stay

Statement 31 presents a comparison of United States and Canadian travellers according to length of stay in 1961. Excluded from the data, however, are persons in transit by non-automobile and those classified as "other travellers" including pedestrians, local bus passengers etc. It should also be pointed out that comparisons of American and Canadian traffic at the one and two-day lengths of stay are not strictly comparable due to a different method of tabulation. Non-resident one-day traffic comprises persons who enter and depart from Canada on the same date, while Canadian one-day travel consists of visits lasting 24 hours or less, regardless of date. Therefore, in effect, a Canadian resident who leaves Canada on one day and returns

the next day, all within a period of 24 hours or less, is classified as one day, whereas his American counterpart would be in the two-day category.

In 1961, between 64 and 65 per cent of United States visitors to Canada were classified as one day compared with 78 per cent of the Canadian travellers. The two-day group accounted for 16 per cent of the non-resident entries into Canada and just over 4 per cent of the resident travel abroad. As already outlined above, variations in the percentages for the two groups may be partly explained by the different methods used in tabulation of data. When the one and two-day groups are combined, however, results are seen to compare favourably, accounting for between 80 and 81 per cent of the United States travellers and slightly over 82 per cent of the Canadian. In the same manner, the proportions of United States and Canadian travellers in the remaining length of stay groupings as shown in Statement 31, vary only slightly. The percentage of United States visitors remaining from 3-7 days and from 8-14 days exceeded the comparable proportions of Canadian travellers by 0.8 per cent and 1.3 per cent, respectively. On the other hand, the same proportion of both Canadians and Americans stayed between 15 and 21 days on their trip, while a slightly higher percentage of Canadian visits abroad lasted 22 days or over.

STATEMENT 31. Number of Persons Travelling Between Canada and the United States by Automobile, Plane, Bus and Rail, according to Length of Stay, 1961

Length of stay in days	United States travellers ¹	Per cent of total	Canadian travellers ¹	Per cent of total
1	16,140,710 ²	64.6	19,077,548	78.0
2	3,960,280	15.8	1,058,233	4.3
3-7	3,496,790	14.0	3,231,550	13.2
8-14	980,037	3.9	620,575	2.6
15-21	211,977	0.9	228,468	0.9
22-over	205,477 ³	0.8	243,413	1.0
Totals	24,995,271	100.0	24,459,787	100.0

¹ Excluding in transit travel by non-automobile.

² Including 72,800 first trips and 4,694,200 repeat trips on standing (L) commuter permits.

³ Including 28,500 trips on extended permits.

Travel Deficit

Although Canadian travel expenditures in the United States have exceeded American spending in Canada since 1951, the spread between the two has been lowered considerably in recent years. In 1958, for example, Canada's travel deficit with the United States amounted to \$104 million, the highest on record. However, in 1959 it amounted to \$97 million and in 1960 it came to \$87 million. Estimates for 1961 show that the deficit with United States (including Hawaii) on travel account declined sharply to \$24 million, the lowest on record. It is difficult to list all the factors which contributed towards this reduction, but it would appear that the discount on the Canadian dollar in terms of United States currency during the latter half of 1961 played an important part. Moreover, the fact that the value of merchandise purchased under the customs exemption privilege has been falling steadily in recent years, amounting to \$59.7 million in 1961 compared with \$71.1 million in 1960, tends to reduce expendi-

tures in that country. It may also be that more Canadians are now taking the opportunity to travel overseas than in the past, causing a shift in expenditures away from the United States.

For the most part, however, the fact remains that the United States is the primary choice and often the only opportunity for the majority of Canadians to travel outside Canada. This is made easier by the fact that most of the Canadian population lives close to the International Boundary with ready access to many of the tourist attractions available in the United States. On the other hand, quite a number of large metropolitan centres in the United States are located farther from the International Boundary than is the case in Canada, so that much longer trips are required in order to reach Canada. At the same time, a large proportion of the United States population located in the south of that country find it more convenient to travel to Mexico, the West Indies, Central and South America etc., than do their Canadian counterparts.

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926-61**

(Net Credits + Net Debits -)

Year	Account with United States			Account with overseas countries			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462 ²	- 87	45	165	- 120	420	627	- 207
1961 ¹	435	459 ²	- 24	47	183	- 136	482	642	- 160

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1952 - 61¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1952	24	53	156	42	275
1953	26	57	172	47	302
1954	24	59	172	50	305
1955	26	66	182	54	328
1956	26	65	191	55	337
1957	31	76	197	59	363
1958	31	75	188	55	349
1959	32	86	212	61	391
1960	36	91	221	72	420
1961 ¹	39	103	255	85	482
Per cent of year:					
1952	8.7	19.3	56.7	15.3	100.0
1953	8.6	18.9	56.9	15.6	100.0
1954	7.9	19.3	56.4	16.4	100.0
1955	7.9	20.1	55.5	16.5	100.0
1956	7.7	19.3	56.7	16.3	100.0
1957	8.5	20.9	54.3	16.3	100.0
1958	8.9	21.5	53.9	15.7	100.0
1959	8.2	22.0	54.2	15.6	100.0
1960	8.6	21.7	52.6	17.1	100.0
1961 ¹	8.1	21.4	52.9	17.6	100.0
Quarterly payments:					
1952	63	97	110	71	341
1953	68	95	124	78	365
1954	65	102	134	88	389
1955	78	119	156	96	449
1956	93	133	169	103	498
1957	100	142	178	105	525
1958	100	140	192	110	542
1959	117	144	215	122	598
1960	119	168	213	127	627
1961 ¹	129	168	220	125	642
Per cent of year:					
1952	18.5	28.4	32.3	20.8	100.0
1953	18.6	26.0	34.0	21.4	100.0
1954	16.7	26.2	34.5	22.6	100.0
1955	17.4	26.5	34.7	21.4	100.0
1956	18.7	26.7	33.9	20.7	100.0
1957	19.1	27.0	33.9	20.0	100.0
1958	18.5	25.8	35.4	20.3	100.0
1959	19.6	24.1	35.9	20.4	100.0
1960	19.0	26.8	34.0	20.2	100.0
1961 ¹	20.1	26.2	34.2	19.5	100.0
Quarterly Balance (Net Credits + Net Debits -):					
1952	- 39	- 44	+ 46	- 29	- 66
1953	- 42	- 38	+ 48	- 31	- 63
1954	- 41	- 43	+ 38	- 38	- 84
1955	- 52	- 53	+ 26	- 42	- 121
1956	- 67	- 68	+ 22	- 48	- 161
1957	- 69	- 66	+ 19	- 46	- 162
1958	- 69	- 65	- 4	- 55	- 193
1959	- 85	- 58	- 3	- 61	- 207
1960	- 83	- 77	+ 8	- 55	- 207
1961 ¹	- 90	- 65	+ 35	- 40	- 160

¹ Subject to revision.

TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1961, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section I. Traffic within Ontario:				
(a) St. Lawrence River Ports	Fort Erie and Niagara Falls	3, 531	10, 730	14, 261
	Lake Erie Ports	10	50	60
	St. Clair and Detroit River Ports ...	2, 860	3, 110	5, 970
	Sault Ste. Marie	842	1, 239	2, 081
	Western Ontario Ports	6	180	186
	St. Lawrence River Ports	32, 477	84, 309	116, 786
	All Ports in Canada	44, 014	115, 296	159, 310
(b) Fort Erie and Niagara Falls	St. Lawrence River Ports	7, 362	18, 917	26, 279
	Lake Erie Ports	40	86	126
	St. Clair and Detroit River Ports ...	66, 250	18, 445	84, 695
	Sault Ste. Marie	1, 156	3, 695	4, 851
	Western Ontario Ports	20	574	594
	Fort Erie and Niagara Falls	446, 740	259, 952	706, 692
	All Ports in Canada	522, 310	320, 817	843, 127
(c) Lake Erie Ports	St. Lawrence River Ports	2	15	17
	Fort Erie and Niagara Falls	53	111	164
	St. Clair and Detroit River Ports ...	67	78	145
	Sault Ste. Marie	—	13	13
	Western Ontario Ports	—	3	3
	Lake Erie Ports	30	436	466
	All Ports in Canada	152	667	819
(d) St. Clair and Detroit River Ports	St. Lawrence River Ports	2, 873	4, 511	7, 384
	Fort Erie and Niagara Falls	67, 890	26, 714	94, 604
	Lake Erie Ports	52	72	124
	Sault Ste. Marie	405	5, 592	5, 997
	Western Ontario Ports	—	769	769
	St. Clair and Detroit River Ports ...	463, 960	248, 249	712, 209
	All Ports in Canada	535, 649	296, 762	832, 411
(e) Sault Ste. Marie	St. Lawrence River Ports	1, 206	1, 706	2, 912
	Fort Erie and Niagara Falls	1, 938	4, 991	6, 929
	Lake Erie Ports	—	7	7
	St. Clair and Detroit River Ports ...	517	5, 129	5, 646
	Western Ontario Ports	4, 358	12, 548	16, 906
	Sault Ste. Marie	13, 831	36, 785	50, 616
	All Ports in Canada	22, 632	66, 120	88, 752
(f) Western Ontario Ports	St. Lawrence River Ports	105	422	527
	Fort Erie and Niagara Falls	44	907	951
	Lake Erie Ports	—	1	1
	St. Clair and Detroit River Ports ...	—	429	429
	Sault Ste. Marie	4, 848	12, 930	17, 778
	Western Ontario Ports	17, 226	54, 199	71, 425
	All Ports in Canada	23, 213	74, 401	97, 614

¹ Exclusive of standing (L) permits and extensions.

TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1961, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section II. Traffic from Ontario to Other Provinces:				
St. Lawrence River Ports	All Ports in Quebec	4, 179	13, 750	17, 929
All Ports in Ontario West of Kingston and East of Port Arthur	All Ports in Quebec	1, 754	29, 442	31, 196
All Ports in Ontario	All Ports in Quebec	5, 945	43, 480	49, 425
	All Ports in the Atlantic Provinces	315	5, 649	5, 964
	All Ports in Manitoba	984	3, 783	4, 767
All Ports in Western Ontario	All Ports in Manitoba	954	3, 128	4, 082
All Ports in Ontario	All Ports in Ontario	1, 140, 699	817, 904	1, 958, 603
	All Ports in Canada	1, 147, 970	874, 063	2, 022, 033
Section III. Traffic from the Atlantic Provinces to Other Provinces:				
All Ports in the Atlantic Provinces ..	All Ports in Quebec	647	4, 464	5, 111
	All Ports in Ontario	415	3, 733	4, 148
	All Ports in the Atlantic Provinces	43, 334	84, 384	127, 718
	All Ports in Canada	44, 396	92, 633	137, 029
Section IV. Traffic from Quebec to Other Provinces:				
All Ports in Quebec	All Ports in Ontario on the St. Law- rence River	3, 291	10, 360	13, 651
	All Ports in Ontario West of Kings- ton and East of Port Arthur	1, 603	16, 841	18, 444
	All Ports in Ontario	4, 904	27, 266	32, 170
	All Ports in the Atlantic Provinces	526	6, 857	7, 383
	All Ports in Quebec	121, 471	164, 703	286, 174
	All Ports in Canada	126, 912	199, 090	326, 002
Section V. Traffic from Manitoba to Other Provinces:				
All Ports in Manitoba	All Ports in Ontario	837	4, 017	4, 854
	All Ports in Western Ontario	826	3, 548	4, 374
	All Ports in Saskatchewan	104	962	1, 066
	All Ports in Alberta	26	1, 043	1, 069
	All Ports in British Columbia	12	1, 186	1, 198
	All Ports in Yukon Territory	—	511	511
	All Ports in Manitoba	11, 083	22, 371	33, 454
	All Ports in Canada	12, 062	30, 145	42, 207

¹ Exclusive of standing (L) permits and extensions.

TABLE 3. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1961, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section VI. Traffic from Saskatchewan to Other Provinces:				
All Ports in Saskatchewan	All Ports in Manitoba	129	1,025	1,154
	All Ports in Alberta	92	1,379	1,471
	All Ports in British Columbia	30	1,135	1,165
	All Ports in Yukon Territory	—	1,468	1,468
	All Ports in Saskatchewan	4,663	11,169	15,832
	All Ports in Canada	4,927	16,674	21,601
Section VII. Traffic from Alberta to Other Provinces:				
All Ports in Alberta	All Ports in Manitoba	55	1,301	1,356
	All Ports in Saskatchewan	113	1,363	1,476
	All Ports in British Columbia	1,134	11,152	12,286
	All Ports in Yukon Territory	3	5,162	5,165
	All Ports in Alberta	5,211	12,257	17,468
	All Ports in Canada	6,524	32,906	39,430
Section VIII. Traffic from British Columbia to Other Provinces:				
All Ports in British Columbia	All Ports in Manitoba	14	955	969
	All Ports in Saskatchewan	21	875	896
	All Ports in Alberta	768	9,281	10,049
	All Ports in Yukon Territory	561	6,262	6,823
	All Ports in British Columbia	86,609	156,654	243,263
	All Ports in Canada	87,975	175,237	263,212
Section IX. Traffic from Yukon Terri- tory to Other Provinces:				
All Ports in Yukon Territory	All Ports in Manitoba	—	539	539
	All Ports in Saskatchewan	—	1,002	1,002
	All Ports in Alberta	3	3,999	4,002
	All Ports in British Columbia	654 ²	5,535	6,189
	All Ports in Yukon Territory	264	508	772
	All Ports in Canada	921	11,985	12,906
All Ports in Canada	All Ports in Canada	1,431,687	1,432,733	2,864,420 ³

¹ Exclusive of standing (L) permits and extensions.

² Refers to traffic between Pleasant Camp, B.C., and Snag Creek, Y.T.

³ Does not include an additional 28,272 permits not classified by ports of entry and exit.

TABLE 4. Number of Non-Resident Motorists Travelling on Customs Permits¹ who Departed from Canada in 1961, classified by Length of Visit

Days stay	Number of permits	% of total permits	Number of car days	Average persons per car	Number of persons	Number of person days
1	3,736,274	56.36	3,736,274	3.02	11,288,272	11,288,272
2	1,431,687	21.60	2,863,374	2.68	3,836,414	7,672,828
3	452,958	6.83	1,358,874	2.74	1,240,191	3,720,573
4	261,018	3.94	1,044,072	2.74	715,159	2,860,636
5	158,357	2.39	791,785	2.77	438,957	2,194,785
6	105,678	1.59	634,068	2.81	296,770	1,780,620
7	86,229	1.30	603,603	2.90	250,401	1,752,807
8	91,530	1.38	732,240	3.08	281,953	2,255,624
9	54,116	0.82	487,044	2.95	159,806	1,438,254
10	36,246	0.55	362,460	2.85	103,301	1,033,010
11	25,865	0.39	284,515	2.80	72,536	797,896
12	20,843	0.31	250,116	2.77	57,765	693,180
13	17,736	0.27	230,568	2.83	50,147	651,911
14	17,580	0.27	246,120	2.92	51,398	719,572
15	19,124	0.29	286,860	3.03	57,991	869,865
16	11,389	0.17	182,224	2.87	32,723	523,568
17	7,692	0.12	130,764	2.67	20,563	349,571
18	5,629	0.08	101,322	2.63	14,832	266,976
19	4,651	0.07	88,369	2.50	11,631	220,989
20	3,988	0.06	79,760	2.54	10,137	202,740
21	3,729	0.06	78,309	2.58	9,611	201,831
22	3,799	0.06	83,578	2.57	9,758	214,676
23	2,786	0.04	64,078	2.52	7,033	161,759
24	2,349	0.03	56,376	2.44	5,727	137,448
25 - 29	9,713	0.15	262,361	2.40	23,351	630,711
30 - 39	10,376	0.16	346,004	2.38	24,744	825,212
40 - 59	7,230	0.11	348,627	2.37	17,160	827,455
60 - 89	5,583	0.08	410,023	2.34	13,074	960,155
90 - 179	5,655	0.08	646,551	2.17	12,261	1,401,800
180 - over	884	0.01	184,700	2.62	2,319	484,532
Not classified ²	28,272	0.43	—	2.70	76,364	—
Totals	6,628,966	100.00	16,975,019	2.90	19,192,349	47,139,256
Average length of stay			2.57			2.46

¹ Exclusive of standing (L) permits and extensions.² Not classified by length of visit.

TABLE 4 A. Number of Non-Resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1961, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1	234,073	320,815	2,927,477	52,163	21,347	13,036	167,363	3,736,274
2	44,181	128,057	1,146,877	12,276	4,917	6,067	89,312	1,431,687
3	14,780	68,607	293,691	8,006	3,221	5,093	59,560	452,958
4	11,670	46,193	155,441	4,960	2,290	4,692	35,772	261,018
5	9,069	27,736	88,274	3,299	1,756	4,022	24,201	158,357
6	7,839	17,489	57,135	2,365	1,379	3,324	16,147	105,678
7	7,420	12,598	49,302	1,915	1,202	2,361	11,431	86,229
8	6,956	9,785	61,000	1,699	1,068	1,788	9,234	91,530
9	5,339	6,358	32,510	1,162	776	1,363	6,608	54,116
10	4,179	4,335	20,179	944	608	1,017	4,984	36,246
11	3,513	3,019	13,585	703	488	853	3,704	25,865
12	3,223	2,417	10,407	690	365	672	3,069	20,843
13	2,863	1,818	9,266	538	354	527	2,370	17,736
14	2,818	1,659	9,915	424	252	469	2,043	17,580
15	2,352	1,491	12,656	386	221	328	1,690	19,124
16	1,464	1,005	6,911	266	168	243	1,332	11,389
17	976	764	4,353	224	140	233	1,002	7,692
18	772	564	3,016	190	137	165	785	5,629
19	688	492	2,381	133	96	159	702	4,651
20	608	378	2,037	149	92	156	568	3,988
21	579	385	1,946	107	78	111	523	3,729
22	614	371	2,084	122	72	97	439	3,799
23	439	286	1,463	86	52	74	386	2,786
24	357	267	1,181	87	44	59	354	2,349
25- 29	1,737	1,298	4,612	274	251	333	1,208	9,713
30- 39	2,322	1,412	4,558	341	251	275	1,217	10,376
40- 59	1,314	879	3,499	258	206	227	847	7,230
60- 89	1,262	629	2,416	297	134	251	594	5,583
90- 179	1,407	572	2,362	372	111	218	613	5,655
180-over	423	96	226	31	21	24	63	884
Not classified ²	4,750	5,327	13,445	1,026	262	529	2,933	28,272
Totals	379,987	667,102	4,944,205	95,493	42,359	48,766	451,054	6,628,966

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 4 B. Number of Non-Resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1961, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1	808,345	976,282	8,669,526	167,016	73,982	46,354	546,767	11,288,272
2	114,534	339,704	3,068,105	36,281	14,013	19,674	244,103	3,836,414
3	40,974	194,148	794,994	23,292	9,670	15,272	161,841	1,240,191
4	33,078	131,131	418,022	14,514	6,947	14,035	97,432	715,159
5	25,721	76,804	242,499	9,734	5,270	12,119	66,810	438,957
6	22,366	48,220	158,942	6,994	4,183	10,199	45,866	296,770
7	20,967	35,081	144,106	5,854	3,603	7,270	33,520	250,401
8	20,001	27,435	193,304	5,212	3,251	5,492	27,258	281,953
9	15,336	17,600	97,631	3,520	2,350	4,110	19,259	159,806
10	12,010	11,843	57,561	2,815	1,798	3,120	14,154	103,301
11	10,281	7,997	37,901	2,069	1,460	2,587	10,241	72,536
12	9,336	6,262	28,671	2,000	1,029	1,978	8,489	57,765
13	8,517	4,680	26,324	1,592	1,043	1,536	6,455	50,147
14	8,415	4,563	29,399	1,222	760	1,367	5,672	51,398
15	7,132	4,013	39,373	1,124	631	999	4,719	57,991
16	4,348	2,756	19,915	779	504	725	3,696	32,723
17	2,679	1,956	11,666	641	396	655	2,570	20,563
18	2,144	1,404	7,904	528	388	450	2,014	14,832
19	1,797	1,186	5,829	363	245	446	1,765	11,631
20	1,731	883	5,045	408	243	431	1,396	10,137
21	1,590	949	4,973	293	224	274	1,308	9,611
22	1,651	858	5,454	304	182	250	1,059	9,758
23	1,159	661	3,729	236	118	197	933	7,033
24	911	624	2,880	214	126	170	802	5,727
25- 29	4,500	3,045	10,911	680	581	793	2,841	23,351
30- 39	5,690	3,161	10,900	901	584	698	2,810	24,744
40- 59	3,141	1,990	8,450	591	491	541	1,956	17,160
60- 89	3,042	1,444	5,654	634	324	636	1,340	13,074
90-179	2,996	1,168	5,152	820	286	498	1,341	12,261
180-over	1,258	245	483	71	71	51	140	2,319
Not classified ²	13,050	14,600	35,941	2,863	760	1,529	7,621	76,364
Totals	1,208,700	1,922,693	14,151,244	293,565	135,513	154,456	1,326,178	19,192,349

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 5. Number of Non-Resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1961, After Remaining Two Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	58	290	334	1,851	103	76	172	221	48	3,153
Alaska	10	7	28	165	117	313	747	2,785	6,841	11,013
Arizona	24	84	176	1,332	99	81	522	1,145	117	3,580
Arkansas	35	109	72	714	70	30	104	101	30	1,265
California	256	974	2,184	12,505	1,387	890	5,505	44,964	1,263	69,928
Colorado	29	109	244	1,804	240	292	1,279	1,316	167	5,480
Connecticut	831	8,927	21,412	15,079	57	34	128	261	30	46,759
Delaware	54	273	721	2,104	14	6	36	40	7	3,255
Dist. of Columbia ..	73	238	897	1,982	47	40	53	76	14	3,420
Florida	357	1,971	4,217	16,491	353	147	569	959	156	25,220
Georgia	98	427	481	2,215	58	45	128	186	53	3,691
Hawaii	5	16	42	151	5	8	27	180	1	435
Idaho	15	75	61	500	70	84	1,047	5,368	121	7,341
Illinois	263	1,020	2,599	57,955	2,016	654	1,395	1,525	218	67,645
Indiana	134	501	939	26,715	399	210	451	445	131	29,925
Iowa	70	156	401	13,570	1,295	649	643	566	137	17,487
Kansas	63	160	385	3,226	636	239	503	638	90	5,940
Kentucky	43	187	239	3,838	62	59	100	127	29	4,684
Louisiana	120	263	350	1,465	95	38	208	230	63	2,832
Maine	625	68,110	19,141	2,581	38	12	25	51	14	90,597
Maryland	291	1,038	3,333	10,768	109	50	170	231	30	16,020
Massachusetts	3,542	26,927	45,859	28,577	75	63	220	302	54	105,619
Michigan	374	1,487	2,874	780,362	1,123	498	1,060	1,138	249	789,165
Minnesota	93	214	666	50,484	11,621	1,840	1,388	1,182	199	67,687
Mississippi	41	93	180	971	50	41	74	107	14	1,571
Missouri	82	200	363	6,203	510	210	505	520	98	8,691
Montana	30	102	71	487	291	4,263	10,181	2,929	110	18,464
Nebraska	45	96	188	3,394	891	406	489	514	72	6,095
Nevada	9	47	45	254	24	23	153	712	49	1,316
New Hampshire	349	3,230	23,223	2,879	29	15	42	47	14	29,828
New Jersey	1,115	4,957	19,588	39,723	232	107	428	557	98	66,805
New Mexico	22	92	116	596	30	51	265	337	47	1,556
New York	2,331	9,247	98,142	637,081	415	183	794	1,148	146	749,487
North Carolina	121	476	919	3,308	57	45	100	191	36	5,253
North Dakota	23	35	86	2,146	16,945	7,236	362	314	56	27,203
Ohio	420	1,674	4,277	143,217	493	279	799	910	220	152,289
Oklahoma	47	126	136	1,603	209	164	478	425	64	3,252
Oregon	28	151	182	977	191	176	814	25,781	358	28,658
Pennsylvania	841	3,776	10,878	95,685	231	163	582	713	148	113,017
Rhode Island	232	1,785	7,593	4,153	21	9	22	49	4	13,868
South Carolina	57	173	506	1,276	97	37	70	121	32	2,369
South Dakota	12	57	57	1,390	936	541	369	211	52	3,625
Tennessee	70	216	325	2,813	92	69	129	262	31	4,007
Texas	207	747	811	4,771	455	273	1,422	1,816	275	10,777
Utah	14	100	63	719	70	64	1,715	1,421	80	4,246
Vermont	94	574	49,355	2,318	9	4	22	41	8	52,425
Virginia	265	886	2,096	6,969	134	67	196	270	53	10,936
Washington	47	150	229	1,579	301	260	1,964	160,176	544	165,250
West Virginia	47	161	310	4,031	20	9	52	68	26	4,724
Wisconsin	87	377	855	32,506	1,308	599	775	742	161	37,410
Wyoming	8	35	51	346	55	139	544	300	64	1,542
Totals, U.S.	14,107	143,126	328,300	2,037,829	44,185	21,791	39,826	264,719	12,922	2,906,805
Not classified³	158	4,592	5,327	13,445	1,026	262	529	2,830	103	28,272
Other countries⁴ ..	19	44	449	577	38	12	46	165	8	1,358
Grand totals	14,284	147,762	334,076	2,051,851	45,249	22,065	40,401	267,714	13,033	2,936,435

¹ Includes standing (L) permits and extensions.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Not classified by state or country of registration.

⁴ Other Countries comprise: Argentina 1, Austria 3, Australia 4, Bahamas 21, Belgium 9, Bermuda 24, Bolivia 2, Ceylon 1, Chile 4, China 5, Colombia 10, Costa Rica 3, Cuba 27, Denmark 22, Ecuador 1, England 246, France 133, Germany 407, Greece 7, Guam 4, Guatemala 2, Haiti 11, Honduras 2, India 4, Ireland 16, Italy 26, Japan 29, Java 4, Libya 3, Luxembourg 1, Mexico 126, Monaco 1, Netherlands 40, Netherlands Antilles 13, Nicaragua 3, North Africa 1, Northern Ireland 1, Norway 4, Panama Canal Zone 53, Pakistan 1, Philippine Islands 2, Poland 1, Portugal 1, Puerto Rico 7, St. Pierre and Miquelon 2, South Africa 4, Spain 19, Sweden 8, Switzerland 21, Tanganyika 1, Turkey 1, Venezuela 3, Virgin Islands 3, Wales 1, West Indies Federation 9.

TABLE 6. Number of Non-Resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1961, After Remaining Three Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	16	116	237	898	80	64	159	160	44	1,774
Alaska	—	7	19	92	113	312	741	2,222	6,252	9,758
Arizona	7	56	111	746	79	69	461	923	112	2,564
Arkansas	9	34	50	411	47	27	97	64	29	768
California	84	643	1,555	6,693	1,199	809	4,948	36,575	1,184	53,690
Colorado	8	63	185	959	205	255	1,125	954	154	3,908
Connecticut	761	6,371	16,359	7,914	57	34	119	205	29	31,849
Delaware	40	237	598	1,166	9	6	34	34	7	2,131
Dist. of Columbia	58	211	705	1,348	38	34	45	46	11	2,496
Florida	169	1,353	3,125	10,151	295	130	521	774	148	16,666
Georgia	40	167	365	1,284	39	42	115	115	50	2,217
Hawaii	2	11	35	59	4	6	23	140	1	281
Idaho	3	27	41	227	49	74	822	3,717	115	5,075
Illinois	137	735	2,147	39,509	1,776	616	1,263	1,060	202	47,445
Indiana	85	354	709	17,189	333	194	402	335	123	19,724
Iowa	22	95	292	9,897	1,048	618	551	398	128	13,049
Kansas	14	84	224	1,925	503	204	434	425	81	3,894
Kentucky	9	92	186	2,418	53	52	93	98	29	3,030
Louisiana	59	113	248	781	68	29	190	151	63	1,702
Maine	528	22,490	12,472	1,277	28	9	24	35	13	36,876
Maryland	239	839	2,617	6,380	95	45	158	161	24	10,558
Massachusetts	3,350	23,949	35,085	13,675	69	61	200	231	51	76,671
Michigan	149	1,068	2,150	259,821	1,031	474	1,001	896	238	266,828
Minnesota	17	139	487	30,320	7,717	1,697	1,203	869	188	42,637
Mississippi	5	52	137	540	37	34	67	79	14	965
Missouri	33	136	285	4,019	414	183	442	354	94	5,960
Montana	5	30	59	269	221	2,840	6,641	2,072	102	12,239
Nebraska	12	55	110	2,287	762	383	417	325	69	4,420
Nevada	1	25	38	162	19	21	136	619	46	1,067
New Hampshire	312	2,463	13,377	1,303	26	14	39	37	14	17,585
New Jersey	980	4,081	15,383	23,208	201	99	400	443	94	44,889
New Mexico	7	44	81	302	21	44	236	245	41	1,021
New York	1,878	7,776	54,404	221,929	350	161	752	872	137	288,259
North Carolina	71	217	670	2,105	46	41	95	124	33	3,402
North Dakota	4	20	66	1,431	9,253	4,437	308	238	54	15,811
Ohio	265	1,223	3,238	97,494	437	254	737	640	209	104,497
Oklahoma	6	83	96	975	163	137	431	281	57	2,229
Oregon	4	83	135	510	151	149	678	20,296	334	22,340
Pennsylvania	684	2,821	8,463	62,749	180	155	527	533	140	76,252
Rhode Island	206	1,515	6,247	1,925	19	8	19	40	4	9,983
South Carolina	13	107	304	598	77	34	64	85	31	1,313
South Dakota	1	23	44	876	779	491	313	142	50	2,719
Tennessee	24	135	255	1,403	60	62	117	140	29	2,225
Texas	38	283	545	2,423	367	232	1,251	1,190	260	6,589
Utah	1	42	37	321	57	55	1,386	932	77	2,908
Vermont	79	468	12,245	1,047	6	4	20	35	7	13,911
Virginia	139	657	1,613	4,364	99	65	186	206	50	7,379
Washington	6	92	134	811	259	213	1,652	93,788	514	97,469
West Virginia	25	80	201	2,705	16	8	49	36	26	3,146
Wisconsin	21	187	609	22,562	1,110	565	697	534	154	26,439
Wyoming	3	14	23	166	46	111	475	229	62	1,129
Totals, U.S.	10,629	81,966	198,801	873,624	30,111	16,661	32,864	175,103	11,978	1,431,737
Not classified³	158	4,592	5,327	13,445	1,026	262	529	2,830	103	28,272
Other countries⁴	8	30	289	439	34	12	42	134	7	995
Grand total	10,795	86,588	204,417	887,508	31,171	16,935	33,435	178,067	12,088	1,461,004

¹ Exclusive of standing (L) permits and extensions.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Not classified by state or country of registration.

⁴ Other Countries comprise: Argentina 1, Australia 3, Austria 1, Bahamas 16, Belgium 8, Bermuda 21, Ceylon 1, Chile 3, China 3, Colombia 9, Costa Rica 2, Cuba 10, Denmark 17, Ecuador 1, England 168, France 99, Germany 285, Greece 5, Guam 2, Guatemala 1, Haiti 6, Honduras 2, India 4, Ireland 3, Italy 23, Japan 25, Java 3, Libya 1, Luxembourg 1, Mexico 110, Monaco 1, Netherlands 33, Netherlands Antilles 8, Nicaragua 3, Northern Ireland 1, Norway 4, Pakistan 1, Panama Canal Zone 39, Philippines 2, Portugal 1, Puerto Rico 6, St. Pierre & Miquelon 2, South Africa 4, Spain 17, Sweden 6, Switzerland 16, Tanganyika 1, Turkey 1, Venezuela 3, Virgin Islands 3, West Indies Federation 9.

**TABLE 7. Number of Non-Resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1957-61**

(Classified by Selected U.S. Federal States of Registration)

State	1957 ²	1958 ²	1959 ^{2,3}	1960 ⁴	1961
North Eastern	1, 182, 090	1, 195, 536	1, 072, 166	1, 214, 035	1, 268, 405
Connecticut	51, 160	49, 929	46, 133	44, 635	46, 759
Maine	122, 579	148, 807	152, 833	91, 831	90, 597
Massachusetts	110, 349	108, 858	98, 349	102, 249	105, 619
New Hampshire	32, 820	33, 157	28, 397	28, 471	29, 828
New Jersey	65, 855	64, 412	60, 477	63, 716	66, 805
New York	565, 949	565, 330	481, 869	702, 935	749, 487
Pennsylvania	128, 194	124, 028	123, 153	113, 129	113, 017
Rhode Island	15, 024	14, 431	13, 200	13, 870	13, 868
Vermont	90, 160	86, 584	67, 755	53, 199	52, 425
% of total	47.1	47.3	48.2	44.3	43.6
Great Lakes	743, 926	732, 166	624, 243	1, 012, 103	1, 076, 434
Illinois	69, 333	66, 885	64, 923	62, 439	67, 645
Indiana	31, 112	29, 918	29, 310	28, 547	29, 925
Michigan	460, 830	457, 983	355, 762	741, 941	789, 165
Ohio	152, 107	145, 673	144, 512	148, 631	152, 289
Wisconsin	30, 544	31, 707	29, 736	30, 545	37, 410
% of total	29.7	29.0	28.0	36.9	37.0
North Western	103, 524	111, 932	102, 556	101, 629	113, 354
Minnesota	54, 328	57, 739	55, 629	58, 079	67, 687
Montana	21, 330	22, 388	18, 886	18, 191	18, 464
North Dakota	27, 866	31, 805	28, 041	25, 359	27, 203
% of total	4.1	4.4	4.6	3.7	3.9
West Coast	281, 619	288, 323	240, 555	238, 188	263, 836
California	70, 898	69, 567	66, 217	65, 837	69, 928
Oregon	28, 122	26, 912	22, 309	25, 315	28, 658
Washington	182, 599	191, 844	152, 029	147, 036	165, 250
% of total	11.2	11.4	10.8	8.7	9.1
Other (Remaining States and Foreign Countries)	198, 461	199, 616	187, 775	175, 257	186, 134
% of total	7.9	7.9	8.4	6.4	6.4
Totals	2, 509, 620	2, 527, 573	2, 227, 295	2, 741, 212	2, 908, 163⁵

¹ Including commuters, summer residents and locals — standing (L) permits and extensions.

² Includes all entries requiring customs permits but excludes all non-permit entries.

³ January — September inclusive.

⁴ Includes all entries over 24 hours — not comparable with previous years.

⁵ Does not include an additional 28,272 permits not classified by state or country of registration.

TABLE 8. Number of Non-Resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail, 1959-61
(Classified by Selected U.S. Federal States of Origin²)

State	1959	1960	1961
North-Eastern	457,000	398,000	432,000
Connecticut	37,000	23,000	31,000
Massachusetts	72,000	55,000	67,000
New Jersey	55,000	61,000	54,000
New York	211,000	179,000	208,000
Pennsylvania	55,000	55,000	54,000
Other North-Eastern ³	27,000	25,000	18,000
% of total	42.6	37.3	39.9
Greal Lakes	256,000	264,000	258,000
Illinois	79,000	81,000	90,000
Indiana	14,000	15,000	23,000
Michigan	73,000	79,000	60,000
Ohio	70,000	72,000	66,000
Wisconsin	20,000	17,000	19,000
% of total	23.8	24.8	23.8
North-Western	49,000	43,000	54,000
Minnesota	39,000	32,000	33,000
Other North-Western ³	10,000	11,000	21,000
% of total	4.6	4.0	4.9
West-Coast	174,000	193,000	168,000
California	96,000	101,000	65,000
Oregon	20,000	23,000	17,000
Washington	58,000	69,000	86,000
% of total	16.2	18.1	15.5
Remaining States	137,000	169,000	172,000
Colorado	9,000	8,000	11,000
Florida	11,000	9,000	13,000
Iowa	7,000	10,000	11,000
Maryland	10,000	12,000	13,000
Missouri	20,000	18,000	10,000
Texas	10,000	24,000	23,000
Other remaining ³	70,000	88,000	91,000
% of total	12.8	15.8	15.9
Totals	1,073,000	1,067,000	1,084,000

¹ Exclusive of in transit traffic.

² State of origin estimated on the basis of the U.S. Department of Commerce survey.

³ Includes states below an estimate of 10,000 entries.

TABLE 9. Number of Non-Resident Travellers¹ Entering Canada from the United States via Plane, Bus and Rail in 1961, classified by Length of Visit

Estimated days stay ²	Plane		Bus		Rail	
	Number of persons	% of total persons	Number of persons	% of total persons	Number of persons	% of total persons
1 ³	23,703	4.9	41,086	11.2	20,649	8.6
2	73,656	15.4	26,881	7.3	23,329	9.7
3	96,464	20.2	50,943	14.0	37,560	15.6
4	75,761	15.8	34,328	9.4	26,229	10.9
5	53,850	11.3	31,025	8.5	19,922	8.3
6	31,495	6.6	24,270	6.6	16,443	6.9
7	21,581	4.5	21,906	6.0	13,535	5.6
8	16,772	3.5	32,992	9.0	15,811	6.6
9	11,609	2.4	14,223	3.9	10,622	4.4
10	11,828	2.5	13,046	3.6	7,690	3.2
11	9,392	2.0	8,273	2.3	5,849	2.4
12	6,317	1.3	5,350	1.5	4,585	1.9
13	5,027	1.1	4,235	1.1	5,406	2.3
14	3,838	0.8	5,890	1.6	4,376	1.8
15	4,356	0.9	4,671	1.3	3,092	1.3
16	4,564	1.0	3,402	0.9	3,237	1.4
17	2,048	0.4	4,926	1.4	1,707	0.7
18	3,400	0.7	3,074	0.8	1,711	0.7
19	1,689	0.4	1,842	0.5	787	0.3
20	2,035	0.4	2,053	0.6	1,147	0.5
21	1,400	0.3	1,789	0.5	1,559	0.6
22	1,240	0.3	2,967	0.8	1,496	0.6
23	528	0.1	1,839	0.5	537	0.2
24	938	0.2	538	0.1	621	0.3
25 - 29	3,943	0.8	5,157	1.4	2,832	1.2
30 - 39	3,590	0.7	6,445	1.8	3,599	1.5
40 - 59	5,077	1.1	7,975	2.2	3,440	1.4
60 - 89	1,986	0.4	3,964	1.1	2,568	1.1
90 - 179	—	—	270	0.1	—	—
180 - over	—	—	—	—	—	—
Totals	478,087	100.0	365,360	100.0	240,339	100.0

¹ Exclusive of in transit traffic.

² Not comparable with previous year.

³ Persons entering and departing on the same day.

TABLE 10. Number and Expenditures of Canadian Automobiles Returning to Canada in 1961, classified by Length of Visit

Estimated days stay	Number of cars	% of total cars	Average expenditure per car	Estimated expenditures	% of total expenditures	Number of car days	Average expenditure per car per day
			\$	\$			\$
1	7,003,052	82.68	4.94	34,562,302	14.55	7,003,052	4.94
2 ¹	329,193	3.89	30.97	10,196,012	4.29	658,386	15.49
3	576,327	6.81	99.47	57,329,554	24.13	1,728,981	33.16
4	134,126	1.58	130.63	17,520,695	7.37	536,504	32.66
5	80,518	0.95	140.09	11,279,767	4.75	402,590	28.02
6	41,310	0.49	165.49	6,836,369	2.88	247,860	27.58
7	95,992	1.13	178.93	17,175,930	7.23	671,944	25.56
8	16,170	0.19	218.40	3,531,545	1.49	129,360	27.30
9	9,615	0.11	234.72	2,256,833	0.95	86,535	26.08
10	26,457	0.31	243.21	6,434,683	2.71	264,570	24.32
11	6,034	0.07	231.14	1,394,706	0.59	66,374	21.01
12	7,357	0.09	255.71	1,881,242	0.79	88,284	21.31
13	1,856	0.02	286.84	532,375	0.22	24,128	22.06
14	57,006	0.67	297.86	16,979,747	7.15	798,084	21.28
15	6,215	0.07	331.61	2,060,951	0.87	93,225	22.11
16	2,867	0.03	353.37	1,013,098	0.43	45,872	22.09
17	1,614	0.02	358.03	577,860	0.24	27,438	21.06
18	2,166	0.03	362.06	784,232	0.33	38,988	20.11
19	718	0.01	368.90	264,867	0.11	13,642	19.42
20	1,678	0.02	411.77	690,950	0.29	33,560	20.59
21	23,254	0.28	417.45	9,707,354	4.09	488,334	19.88
22	280	—	432.70	121,156	0.05	6,160	19.67
23	222	—	486.52	108,007	0.03	5,106	21.15
24	580	0.01	491.11	284,844	0.12	13,920	20.46
25- 29	4,160	0.05	497.99	2,071,638	0.87	114,317	18.12
30- 39	15,408	0.18	520.58	8,021,100	3.38	481,962	16.64
40- 59	6,432	0.08	660.48	4,248,239	1.79	286,739	14.82
60- 89	7,349	0.09	757.09	5,563,841	2.34	506,199	10.99
90- 179	8,603	0.10	1,012.36	8,709,318	3.66	957,686	9.09
180-over	3,311	0.04	1,650.09	5,463,450	2.30	673,292	8.11
Totals	8,469,870	100.00	28.05	237,602,665	100.00	16,493,092	14.41
Average length of stay						per car 1.95	

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 10 A. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1961, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of person days	Average expenditure per person per day
				\$
1	2.72	19,036,877	19,036,877	1.82
2 ¹	2.90	955,291	1,910,582	5.34
3	2.93	1,687,764	5,063,292	11.32
4	2.92	391,213	1,564,852	11.20
5	2.99	240,915	1,204,575	9.36
6	2.99	123,501	741,006	9.23
7	3.00	288,030	2,016,210	8.52
8	3.06	49,558	396,464	8.91
9	3.02	29,051	261,459	8.63
10	3.06	81,011	810,110	7.94
11	3.00	18,109	199,199	7.00
12	3.11	22,912	274,944	6.84
13	2.91	5,402	70,226	7.58
14	3.11	177,038	2,478,532	6.85
15	3.11	19,339	290,085	7.10
16	3.07	8,797	140,752	7.20
17	3.23	5,215	88,655	6.52
18	2.93	6,356	114,408	6.85
19	2.89	2,079	39,501	6.71
20	2.84	4,765	95,300	7.25
21	2.93	68,239	1,433,019	6.77
22	3.47	971	21,362	5.67
23	3.10	688	15,824	6.83
24	2.70	1,564	37,536	7.59
25 - 29	2.70	11,215	308,188	6.72
30 - 39	2.70	41,628	1,302,124	6.16
40 - 59	2.61	16,782	748,142	5.68
60 - 89	2.43	17,830	1,228,130	4.53
90 - 179	2.24	19,306	2,149,144	4.05
180 - over	2.20	7,291	1,482,625	3.68
Totals	2.76	23,338,737	45,523,123	5.22
Average length of stay			per person 1.95	

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

TABLE 11. Number of Canadian Automobiles Returning to Canada in 1961, classified by Length of Visit, by Province of Re-Entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.
1	1,735,637	1,061,234	2,985,101	164,750	78,508	58,402	919,420
2 ¹	48,802	75,697	125,784	15,056	3,759	5,529	54,566
3	35,350	120,530	228,527	36,209	15,180	16,518	124,013
4	12,366	41,146	47,327	7,374	2,441	3,682	19,790
5	7,659	34,622	22,357	3,119	1,059	1,609	10,093
6	4,832	13,867	14,000	1,549	690	1,033	5,339
7	5,997	34,859	32,525	4,707	1,385	2,512	14,007
8	1,710	4,479	5,718	710	307	627	2,619
9	780	2,382	3,572	394	399	379	1,709
10	1,598	8,365	8,973	1,319	428	881	4,893
11	427	1,180	2,253	365	174	282	1,353
12	489	1,964	2,758	331	142	225	1,448
13	89	445	531	209	67	47	468
14	1,764	18,726	18,962	3,130	1,097	2,107	11,220
15	253	3,792	1,259	127	40	159	585
16	259	554	1,274	49	53	86	592
17	13	408	559	49	114	71	400
18	61	488	700	98	137	62	620
19	62	91	179	72	83	36	195
20	137	577	405	—	44	50	465
21	504	6,616	8,699	1,482	484	952	4,517
22	13	116	51	—	10	13	77
23	—	58	94	33	—	—	37
24	11	243	192	—	10	—	124
25- 29	215	932	1,918	262	63	155	615
30- 39	394	4,370	6,251	807	363	729	2,494
40- 59	93	1,773	2,438	404	172	276	1,276
60- 89	231	1,905	2,767	499	331	334	1,282
90- 179	491	1,326	3,586	571	406	538	1,685
180-over	92	456	1,702	127	104	320	510
Totals	1,860,329	1,443,201	3,530,462	243,802	108,050	97,614	1,186,412

¹ Includes vehicles staying more than 24 hours and less than 48 hours.

**TABLE 12. Number and Expenditures of Canadian Travellers Returning to Canada
via Plane in 1961, classified by Length of Visit**

Estimated days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expend- itures	Number of person days	Average expenditure per person per day
			\$	\$			\$
1	14,799	3.2	67.07	992,551	0.9	14,799	67.07
2	36,669	8.0	103.52	3,795,810	3.5	73,338	51.76
3	50,988	11.1	122.49	6,245,434	5.8	152,964	40.83
4	49,031	10.7	148.13	7,263,069	6.7	196,124	37.03
5	38,517	8.4	177.14	6,822,790	6.3	192,585	35.43
6	22,466	4.9	194.22	4,363,321	4.0	134,796	32.37
7	27,000	5.9	205.81	5,556,879	5.1	189,000	29.40
8	17,172	3.8	220.76	3,790,885	3.5	137,376	27.59
9	9,832	2.2	213.01	2,094,340	1.9	88,488	23.67
10	25,046	5.5	244.47	6,123,025	5.6	250,460	24.45
11	5,925	1.3	248.23	1,470,762	1.4	65,175	22.57
12	11,834	2.6	269.18	3,185,422	2.9	142,008	22.43
13	6,543	1.4	284.66	1,862,502	1.7	85,059	21.90
14	31,137	6.8	278.10	8,659,212	8.0	435,918	19.86
15	12,520	2.7	311.23	3,896,541	3.6	187,800	20.75
16	8,858	1.9	323.46	2,865,166	2.6	141,728	20.22
17	6,587	1.4	322.40	2,123,641	2.0	111,979	18.96
18	5,326	1.2	340.48	1,813,383	1.7	95,868	18.92
19	3,476	0.8	326.10	1,133,535	1.0	66,044	17.16
20	6,796	1.5	352.74	2,397,223	2.2	135,920	17.64
21	14,846	3.3	349.63	5,190,647	4.8	311,766	16.65
22	3,077	0.7	393.75	1,211,557	1.1	67,694	17.90
23	2,489	0.5	353.60	880,116	0.8	57,247	15.37
24	1,699	0.4	378.97	643,863	0.6	40,776	15.79
25- 29	10,473	2.3	394.35	4,129,979	3.8	283,085	14.59
30- 39	14,498	3.2	418.72	6,070,534	5.6	469,010	12.94
40- 59	7,876	1.7	495.47	3,902,286	3.6	365,446	10.68
60- 89	5,214	1.1	647.77	3,377,488	3.1	351,424	9.61
90- 179	5,613	1.2	924.30	5,188,089	4.8	693,711	7.48
180-over	1,394	0.3	1,112.49	1,550,812	1.4	295,486	5.25
Totals	457,701	100.0	237.28	108,600,862	100.0	5,833,074	18.62

TABLE 13. Number and Expenditures of Canadian Travellers Returning to Canada via Bus¹ in 1961, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person days	Average expenditure per person per day
			\$	\$			\$
1	18,797	4.7	14.09	264,789	0.6	18,797	14.09
2	45,562	11.3	52.04	2,370,881	5.1	91,124	26.02
3	73,680	18.2	61.72	4,547,209	9.8	221,040	20.57
4	40,652	10.1	69.26	2,815,462	6.1	162,608	17.31
5	26,747	6.6	81.91	2,190,765	4.7	133,735	16.38
6	17,570	4.3	88.01	1,546,380	3.3	105,420	14.67
7	26,946	6.7	93.07	2,507,945	5.4	188,622	13.30
8	14,897	3.7	99.91	1,488,414	3.2	119,176	12.49
9	7,526	1.9	110.91	834,746	1.8	67,734	12.32
10	20,210	5.0	125.57	2,537,821	5.5	202,100	12.56
11	4,889	1.2	148.11	724,111	1.6	53,779	13.46
12	8,540	2.1	151.49	1,293,690	2.8	102,480	12.62
13	4,051	1.0	154.46	625,703	1.4	52,663	11.88
14	18,769	4.6	155.30	2,914,739	6.3	262,766	11.09
15	8,391	2.1	160.98	1,350,761	2.9	125,865	10.73
16	5,067	1.3	175.02	886,803	1.9	81,072	10.94
17	2,908	0.7	179.69	522,543	1.1	49,436	10.57
18	3,340	0.8	190.94	637,750	1.4	60,120	10.61
19	1,327	0.3	183.95	244,104	0.5	25,213	9.68
20	3,787	0.9	200.94	760,943	1.7	75,740	10.05
21	7,767	1.9	207.39	1,610,816	3.5	163,107	9.88
22	1,528	0.4	221.35	338,217	0.7	33,616	10.06
23	1,696	0.4	276.44	468,835	1.0	39,008	12.02
24	1,600	0.4	254.50	407,203	0.9	38,400	10.60
25- 29	6,259	1.6	239.56	1,499,437	3.2	168,805	8.88
30- 39	11,430	2.8	231.57	2,646,829	5.7	377,304	7.02
40- 59	6,677	1.7	274.36	1,831,917	4.0	309,546	5.92
60- 89	4,795	1.2	311.96	1,495,828	3.2	318,963	4.69
90-179	6,958	1.7	513.79	3,574,941	7.7	843,101	4.24
180-over	1,741	0.4	808.61	1,407,790	3.0	358,454	3.93
Totals	404,107	100.0	114.69	46,347,372	100.0	4,849,794	9.56

¹ Exclusive of in transit traffic.

TABLE 14. Number and Expenditures of Canadian Travellers Returning to Canada via Rail¹ in 1961, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Average expenditure per person	Estimated expenditures	% of total expenditures	Number of person days	Average expenditure per person per day
			\$	\$			\$
1	7,075	2.7	42.77	302,620	0.8	7,075	42.77
2	20,711	8.0	65.38	1,354,071	3.5	41,422	32.69
3	41,421	16.0	78.39	3,246,817	8.4	124,263	26.13
4	30,922	11.9	96.99	2,999,275	7.7	123,688	24.25
5	22,378	8.6	112.33	2,513,655	6.5	111,890	22.47
6	14,012	5.4	116.10	1,626,826	4.2	84,072	19.35
7	17,797	6.9	111.84	1,990,495	5.1	124,579	15.98
8	8,508	3.3	125.73	1,069,703	2.8	68,064	15.72
9	4,537	1.7	138.20	627,014	1.6	40,833	15.36
10	13,235	5.1	141.48	1,872,462	4.8	132,350	14.15
11	3,034	1.2	159.34	483,426	1.2	33,374	14.49
12	5,729	2.2	167.16	957,664	2.5	68,748	13.93
13	2,578	1.0	167.78	432,524	1.1	33,514	12.91
14	13,502	5.2	167.91	2,267,122	5.8	189,028	11.99
15	4,763	1.8	162.03	771,760	2.0	71,445	10.80
16	2,859	1.1	203.44	581,637	1.5	45,744	12.72
17	2,205	0.9	198.84	438,433	1.1	37,485	11.70
18	2,469	1.0	226.61	559,500	1.4	44,442	12.59
19	1,446	0.6	216.95	313,716	0.8	27,474	11.42
20	2,948	1.1	227.57	670,888	1.7	58,960	11.38
21	5,992	2.3	234.25	1,403,636	3.6	125,832	11.15
22	1,483	0.6	264.81	392,717	1.0	32,626	12.04
23	975	0.4	323.00	314,921	0.8	22,425	14.04
24	1,179	0.5	295.16	347,998	0.9	28,296	12.30
25- 29	4,998	1.9	291.39	1,456,363	3.7	134,146	10.86
30- 39	8,419	3.2	312.68	2,632,446	6.8	286,499	9.19
40- 59	4,704	1.8	343.11	1,613,969	4.2	217,513	7.42
60- 89	3,907	1.5	393.49	1,537,377	4.0	261,300	5.88
90-179	4,444	1.7	719.25	3,196,350	8.2	500,261	6.39
180-over	1,012	0.4	867.19	877,594	2.3	214,797	4.09
Totals	259,242	100.0	149.87	38,852,979	100.0	3,292,145	11.80

¹ Exclusive of in transit traffic.

**TABLE 15. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province and Month of Entry, 1961**

Province of entry	Length of stay in Canada ¹		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
Atlantic Provinces	234,073	158,925	1,186,555	81,276
Quebec	320,815	336,251	181,612	112,331
Ontario	2,927,477	2,121,440	884,649	184,943
Manitoba	52,163	46,349	53,227	27,473
Saskatchewan	21,347	23,742	14,106	8,146
Alberta	13,036	43,815	21,993	7,373
British Columbia	167,066	280,930	58,306	58,244
Yukon Territory	297	14,481	—	1,443
Canada	3,736,274	3,025,933	2,400,448	481,229
Month of entry	Length of stay in Canada ¹		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
January	172,003	83,795	136,012	38,083
February	160,976	85,014	121,343	39,248
March	195,459	108,816	142,556	43,312
April	273,019	133,707	169,865	36,204
May	308,480	212,111	200,053	40,779
June	369,679	345,074	239,206	41,978
July	620,524	655,675	315,575	44,075
August	579,835	605,027	315,804	42,743
September	364,912	349,414	237,791	37,520
October	270,149	190,995	207,496	40,731
November	222,543	130,784	166,601	39,211
December	198,695	125,521	148,146	37,345
Totals	3,736,274	3,025,933	2,400,448	481,229

¹ Columns 1 and 2 include a small number of bicycles, motorcycles and other vehicles.

TABLE 16. Number of Foreign Travellers Entering Canada from the United States, Via Non-Automobile Transportation, by Province of Entry, 1957 - 61

Province of entry	1957	1958	1959	1960	1961
Aeroplane					
Atlantic Provinces	15,176	15,400	19,484	19,155	22,871
Quebec	89,957	92,360	112,382	119,301	142,178
Ontario	150,185	156,028	183,362	176,430	212,829
Manitoba	15,009	16,303	17,229	20,350	17,412
Saskatchewan	1,814	2,608	2,452	2,864	4,210
Alberta	19,807	14,617	19,198	16,200	9,232
British Columbia	50,206	61,326	67,148	71,399	69,329
Yukon Territory ¹	10,487	9,395	9,991	9,116	7,458
Canada	352,641	368,037	431,246	434,815	485,519
Bus²					
Atlantic Provinces	8,329	7,523	7,679	8,224	8,914
Quebec	59,408	63,839	66,968	68,844	77,096
Ontario	255,830	245,161	264,605	281,034	266,323
Manitoba	7,185	6,922	7,006	7,988	6,752
Saskatchewan	168	167	704	455	374
Alberta	6,760	7,180	7,491	7,327	7,759
British Columbia	37,551	38,294	36,306	40,036	45,915
Yukon Territory	—	915	1,368	1,624	2,237
Canada	375,231	370,001	392,127	415,532	415,370
Rail³					
Atlantic Provinces	9,881	9,213	7,790	3,665	1,298
Quebec	114,742	104,275	97,481	88,307	73,272
Ontario	168,527	147,621	130,747	113,272	96,472
Manitoba	18,708	17,685	17,806	17,962	18,227
Saskatchewan	8,349	6,710	7,429	4,410	3,409
Alberta	1,570	1,763	2,095	1,490	1,517
British Columbia	44,275	48,130	43,437	39,637	33,684
Yukon Territory	10,085	7,464	10,533	10,784	12,460
Canada	376,137	342,861	317,318	279,527	240,339
Boat					
Atlantic Provinces	4,223	4,832	4,451	5,606	4,373
Quebec	5,607	5,734	6,499	7,103	6,675
Ontario	258,139	221,443	268,638	294,444	319,857
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	150,448	99,864	139,757	132,140	134,807
Yukon Territory ¹	9	4	7	12	1
Canada	418,426	331,877	419,352	439,305	465,713

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Exclusive of local bus traffic between border communities but including in transit traffic.

³ After deducting in transit passengers across Southern Ontario.

TABLE 17. Number of Foreign Travellers Entering Canada from the United States, Via Non-Automobile Transportation, by Month of Entry, 1957-61

Month	1957	1958	1959	1960	1961
Aeroplane¹					
January	18,817	20,640	21,549	25,235	26,002
February	18,295	19,607	21,082	23,556	21,863
March	21,427	22,795	23,477	25,766	28,301
April	22,732	24,344	29,322	27,858	30,214
May	31,664	33,269	38,024	37,504	40,339
June	41,028	42,833	49,525	52,499	54,701
July	43,901	43,007	53,543	52,068	57,242
August	45,077	46,384	54,407	53,220	66,430
September	35,708	34,902	43,925	47,324	57,892
October	30,173	32,773	37,544	36,532	40,751
November	21,942	24,092	29,910	27,065	30,960
December	21,877	23,391	28,938	26,188	30,824
Totals	352,641	368,037	431,246	434,815	485,519
Bus²					
January	10,925	12,689	12,221	12,793	15,475
February	12,342	9,721	12,858	13,633	18,710
March	13,023	13,718	13,255	13,316	15,789
April	21,109	23,025	25,653	26,543	22,848
May	35,097	35,350	37,105	39,377	36,593
June	47,005	46,726	46,264	48,115	47,360
July	74,184	69,870	75,010	84,406	76,612
August	78,714	74,284	71,477	72,389	72,837
September	34,786	27,807	42,747	40,636	44,138
October	19,512	24,417	22,097	27,840	26,384
November	15,857	16,933	17,483	19,400	20,541
December	12,677	15,461	15,957	17,084	18,083
Totals	375,231	370,001	392,127	415,532	415,370

See footnotes at end of table.

**TABLE 17. Number of Foreign Travellers Entering Canada from the United States, Via
Non-Automobile Transportation, by Month of Entry, 1957-61 — Concluded**

Month	1957	1958	1959	1960	1961
Rail (Gross entries)					
January	52,636	50,607	52,460	46,779	35,777
February	52,861	45,436	39,856	43,475	33,747
March	46,413	35,558	39,730	37,265	31,631
April	54,316	44,950	39,940	42,161	37,161
May	58,119	50,171	47,382	46,280	40,677
June	72,750	69,394	64,180	61,050	51,058
July	94,177	80,513	77,256	73,265	62,909
August	85,252	82,379	74,504	69,347	63,941
September	55,803	51,542	49,280	50,524	44,723
October	46,248	42,922	40,886	39,218	37,843
November	42,680	39,624	41,120	31,827	29,514
December	58,438	57,896	55,655	48,958	43,212
Totals	719,693	650,992	622,249	590,149	512,193
Rail (Net entries)¹					
January	20,579	22,276	21,262	17,996	14,420
February	25,257	26,335	18,564	19,110	14,264
March	23,643	17,270	18,736	15,847	13,226
April	28,390	20,148	17,684	17,165	14,011
May	31,186	26,516	24,060	21,899	19,207
June	42,244	40,709	38,859	33,899	26,777
July	59,965	49,657	48,717	41,498	38,129
August	49,423	48,499	43,214	36,231	33,712
September	27,770	26,843	25,623	22,979	20,371
October	23,113	20,396	20,335	17,804	17,272
November	18,654	18,461	17,491	13,499	11,825
December	25,913	25,751	22,773	21,600	17,125
Totals	376,137	342,861	317,318	279,527	240,339
Boat					
January	1,258	1,815	2,395	651	851
February	1,421	1,691	1,697	1,227	1,476
March	2,834	2,174	2,952	1,782	236
April	3,697	3,669	1,579	1,680	1,276
May	21,555	20,406	21,709	17,852	19,759
June	56,890	34,932	59,503	60,599	61,040
July	134,116	90,942	130,830	133,043	138,039
August	135,503	121,662	131,092	140,063	149,699
September	45,618	38,947	53,680	63,290	74,481
October	10,562	10,300	10,905	15,015	15,360
November	3,086	3,007	1,737	3,008	2,796
December	1,886	2,332	1,273	1,095	700
Totals	418,426	331,877	419,352	439,305	465,713

¹ Including traffic in transit to and from Alaska.

² Exclusive of local bus traffic between border communities but including in transit traffic.

³ After deducting in transit passengers.

TABLE 18. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-Entry into Canada, 1957 - 61

Province of re-entry	1957	1958	1959	1960	1961
Length of stay — 24 hours or less					
Atlantic Provinces	1,692,852	1,671,214	1,717,825	1,841,852	1,883,640
Quebec	1,169,503	1,116,431	1,080,609	1,031,255	1,098,335
Ontario	2,864,208	3,019,548	2,999,515	3,092,997	3,038,938
Manitoba	137,949	141,089	143,471	158,501	169,244
Saskatchewan	86,364	82,622	78,496	79,151	79,475
Alberta	51,935	44,593	43,520	53,403	59,184
British Columbia	624,361	707,686	789,200	884,711	932,913
Yukon Territory	2,449	1,385	1,271	437	535
Canada¹	6,629,621	6,784,568	6,853,907	7,142,307	7,262,264
Length of stay — Over 24 hours					
Atlantic Provinces	152,791	149,265	167,829	142,266	124,692
Quebec	403,802	367,941	369,228	378,173	381,967
Ontario	476,225	471,324	510,873	535,481	545,361
Manitoba	71,864	73,387	79,138	79,710	79,052
Saskatchewan	32,481	31,911	32,202	33,191	29,542
Alberta	58,552	44,718	42,005	46,410	39,212
British Columbia	228,773	235,323	250,477	268,234	266,314
Yukon Territory	609	386	475	607	678
Canada	1,425,097	1,374,255	1,452,227	1,484,072	1,466,818
Commercial vehicles					
Atlantic Provinces	132,536	115,691	118,302	142,236	129,650
Quebec	172,788	147,609	143,197	160,623	165,244
Ontario	244,371	218,691	255,144	256,356	256,107
Manitoba	22,220	26,559	32,469	34,293	34,078
Saskatchewan	10,128	8,037	8,476	7,927	7,357
Alberta	11,169	11,229	9,435	11,995	9,653
British Columbia	32,752	38,880	41,955	41,659	48,598
Yukon Territory	1,423	511	419	190	260
Canada	627,387	567,207	609,397	655,279	650,947

¹ Includes 13,130 motorcycles, 65,671 bicycles and 180,411 taxis in 1961.

TABLE 19. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-Entry into Canada, 1957-61

Month	1957	1958	1959	1960	1961
Length of stay — 24 hours or less					
January	399,596	420,733	403,501	436,748	437,343
February	404,559	374,721	394,839	418,745	426,884
March	492,090	486,951	501,240	464,460	514,888
April	536,541	564,198	541,723	589,616	587,447
May	587,888	611,769	648,348	653,732	638,347
June	644,667	634,245	637,943	648,691	696,779
July	737,969	756,732	857,868	880,880	873,768
August	719,408	812,532	774,985	783,444	792,309
September	601,845	627,393	608,749	639,676	653,087
October	533,309	550,348	543,864	619,552	617,331
November	481,531	477,600	455,063	513,396	511,640
December	490,218	467,346	485,784	493,367	512,441
Totals¹	6,629,621	6,784,568	6,853,907	7,142,307	7,262,264
Length of stay — Over 24 hours					
January	47,732	52,324	51,856	52,940	57,648
February	45,277	43,904	48,679	47,288	50,217
March	68,041	68,268	84,997	56,104	64,298
April	111,959	103,708	86,072	111,585	114,360
May	110,349	100,646	116,685	115,287	113,685
June	118,480	111,402	108,328	112,445	116,070
July	234,430	220,317	242,715	268,408	255,003
August	250,895	264,661	282,549	262,222	248,657
September	152,729	141,916	160,793	162,850	157,137
October	124,798	126,082	124,637	140,106	135,650
November	85,387	77,465	73,674	84,299	81,661
December	75,020	63,562	71,242	70,538	72,432
Totals	1,425,097	1,374,255	1,452,227	1,484,072	1,466,818
Commercial vehicles					
January	66,131	53,973	55,089	65,213	63,709
February	62,256	50,981	49,554	62,903	59,401
March	54,107	48,366	48,310	56,294	51,504
April	44,607	41,696	45,977	44,531	44,649
May	51,601	45,720	48,937	51,639	48,634
June	49,634	44,326	51,730	54,786	52,677
July	54,167	45,251	52,703	52,054	55,663
August	51,965	43,880	49,054	54,604	57,591
September	48,087	46,349	52,545	53,617	52,963
October	51,223	50,309	53,258	54,062	54,854
November	46,992	43,144	47,151	50,702	51,727
December	46,617	53,212	55,089	54,874	57,575
Totals	627,387	567,207	609,397	655,279	650,947

¹ Includes 13,130 motorcycles, 65,671 bicycles and 180,411 taxis in 1961.

TABLE 20. Number of Canadian Travellers Returning from the United States, Via Non-Automobile Transportation, by Province of Re-Entry into Canada, 1957-61

Province of re-entry	1957	1958	1959	1960	1961
Aeroplane					
Atlantic Provinces	9,583	11,624	13,892	15,692	18,013
Quebec	98,868	102,758	120,259	128,810	130,288
Ontario	166,496	180,921	209,493	224,978	239,855
Manitoba	7,204	8,016	10,331	11,717	11,684
Saskatchewan	733	1,164	1,626	853	1,446
Alberta	8,044	7,984	12,180	14,370	9,081
British Columbia	41,035	47,619	53,929	54,722	47,030
Yukon Territory	689	1,020	932	386	304
Canada	332,652	361,106	422,642	451,528	457,701
Bus¹					
Atlantic Provinces	12,608	10,042	10,284	9,487	9,223
Quebec	78,333	77,139	81,697	88,444	82,655
Ontario	235,042	223,230	226,642	228,005	216,076
Manitoba	29,000	27,385	23,244	21,720	20,920
Saskatchewan	392	141	145	373	330
Alberta	5,087	4,302	4,652	3,878	3,971
British Columbia	93,259	92,846	90,029	93,158	97,412
Yukon Territory	—	23	—	156	213
Canada	453,721	435,108	436,693	445,221	430,800
Rail					
Atlantic Provinces	12,596	12,096	9,766	4,110	1,551
Quebec	136,478	129,716	117,452	104,116	91,633
Ontario	205,094	180,553	172,955	154,073	120,274
Manitoba	20,629	18,716	18,216	16,806	15,670
Saskatchewan	3,462	3,154	2,260	2,146	907
Alberta	—	—	—	—	79
British Columbia	65,118	60,122	58,546	49,516	34,790
Yukon Territory	1,635	1,023	1,323	1,629	1,684
Canada	445,012	405,380	380,518	332,396	266,588
Boat					
Atlantic Provinces	21,661	16,335	15,031	12,147	8,503
Quebec	3,401	3,370	3,351	5,402	4,488
Ontario	37,557	65,954	81,293	86,914	80,780
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	32,581	30,834	24,710	19,053	16,423
Yukon Territory	13	23	29	37	38
Canada	95,213	116,516	124,414	123,553	110,232

¹ Exclusive of local bus traffic between border communities.

TABLE 21. Number of Canadian Travellers Returning from the United States, Via Non-Automobile Transportation, by Month of Re-Entry into Canada, 1957-61

Month	1957	1958	1959	1960	1961
Aeroplane					
January	28,486	31,634	32,882	40,997	38,746
February	24,847	26,087	29,644	36,164	29,804
March	32,860	33,142	41,929	42,749	47,106
April	32,289	37,011	42,302	46,990	48,466
May	29,573	31,042	37,389	38,820	36,550
June	24,442	27,512	32,701	34,092	35,826
July	25,402	27,060	30,391	33,395	33,995
August	29,374	33,650	36,566	38,397	38,975
September	27,971	27,229	36,968	38,371	36,603
October	29,738	33,550	37,783	39,165	41,473
November	24,403	28,623	32,785	32,267	35,208
December	23,267	24,566	31,302	30,121	34,949
Totals	332,652	361,106	422,642	451,528	457,701
Bus¹					
January	22,300	21,365	23,679	24,306	24,305
February	19,451	19,253	20,529	20,830	22,891
March	28,887	23,868	31,462	24,173	25,545
April	37,585	35,225	32,551	38,820	37,553
May	37,889	38,654	37,806	41,169	38,887
June	51,371	51,728	50,715	52,351	51,940
July	59,642	59,037	55,455	57,540	54,385
August	70,879	67,281	63,717	59,814	55,968
September	45,309	39,566	39,174	40,074	40,249
October	33,262	33,137	34,698	35,175	31,976
November	23,057	23,484	23,339	27,509	22,575
December	24,089	22,510	23,568	23,460	24,526
Totals	453,721	435,108	436,693	445,221	430,800

See footnotes at end of table.

TABLE 21. Number of Canadian Travellers Returning from the United States, Via Non-Automobile Transportation, by Month of Re-Entry into Canada, 1957-61 - Concluded

Month	1957	1958	1959	1960	1961
Rail (Gross entries)					
January	34,340	32,926	34,258	31,180	25,482
February	30,116	24,971	26,242	25,466	18,782
March	42,179	29,087	36,606	28,556	19,900
April	43,125	39,124	31,447	37,403	28,156
May	34,450	30,075	29,555	24,651	18,258
June	30,163	28,505	25,608	21,803	18,462
July	47,452	40,005	36,596	33,185	27,210
August	50,191	52,799	43,233	37,076	30,873
September	36,607	33,428	30,284	25,873	21,279
October	36,319	34,758	31,418	26,043	21,976
November	28,484	26,451	26,142	19,705	15,536
December	31,586	33,251	29,129	23,455	20,674
Totals	445,012	405,380	380,518	332,396	266,588
Rail (Net entries)²					
January	33,957	32,421	33,920	30,770	25,142
February	29,786	24,613	25,907	25,156	18,413
March	41,762	28,640	36,189	26,255	19,423
April	42,603	38,487	30,920	36,891	27,781
May	34,022	29,541	29,102	24,265	17,891
June	29,626	28,017	25,223	21,488	18,006
July	46,769	39,543	36,065	32,855	26,735
August	49,466	52,336	42,774	36,650	30,199
September	36,151	32,968	29,871	25,434	20,324
October	35,788	34,353	31,009	25,663	21,385
November	27,954	26,050	25,739	19,315	14,786
December	31,003	32,785	28,685	23,107	19,157
Totals	438,887	399,754	375,404	327,849	259,242
Boat					
January	2,626	2,748	2,295	1,370	1,091
February	2,866	3,647	3,006	1,479	1,247
March	2,928	3,777	4,307	941	765
April	4,784	5,351	2,651	2,089	1,951
May	5,287	5,224	5,719	3,946	4,627
June	10,388	9,430	13,720	12,244	9,783
July	19,018	26,004	33,524	34,914	29,199
August	21,528	34,560	34,107	40,492	36,103
September	10,753	12,868	14,365	17,131	15,549
October	6,495	5,017	6,040	4,211	4,937
November	4,954	4,667	2,888	2,796	2,404
December	3,586	3,223	1,792	1,940	2,576
Totals	95,213	116,516	124,414	123,553	110,232

¹ Exclusive of local bus traffic between border communities.² After deducting in transit passengers.

Classification Definitions used in this Report

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles, bicycles and trailers.

3. Foreign Vehicles Inward

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and is surrendered when departing at the port of exit.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as "Repeats" and entered under the appropriate heading. Persons holding this type of permit are usually familiar to port officials.

Permits showing entry into Canada and exit to the United States on the same day are entered in the first column with length of stay in Canada as 24 hours or less. The remainder of the travellers' vehicle permits (including the first trip of standing (L) permits) are recorded in the second column with length of stay as over 24 hours. Repeat trips of vehicles using standing (L) permits are recorded in the third column captioned "Repeats and Taxis." Taxis operate under a special permit and, therefore, are not included in columns 1 or 2.

4. Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay, depending upon whether they are abroad for more or less than 24 hours.

Publication is made possible through the co-operation of Customs and Immigration Officials across Canada.



CANADA

Canada. Statistics, Bureau of

TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1962



DOMINION BUREAU OF STATISTICS
National Accounts and Balance of Payments Division
Balance of Payments Section

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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

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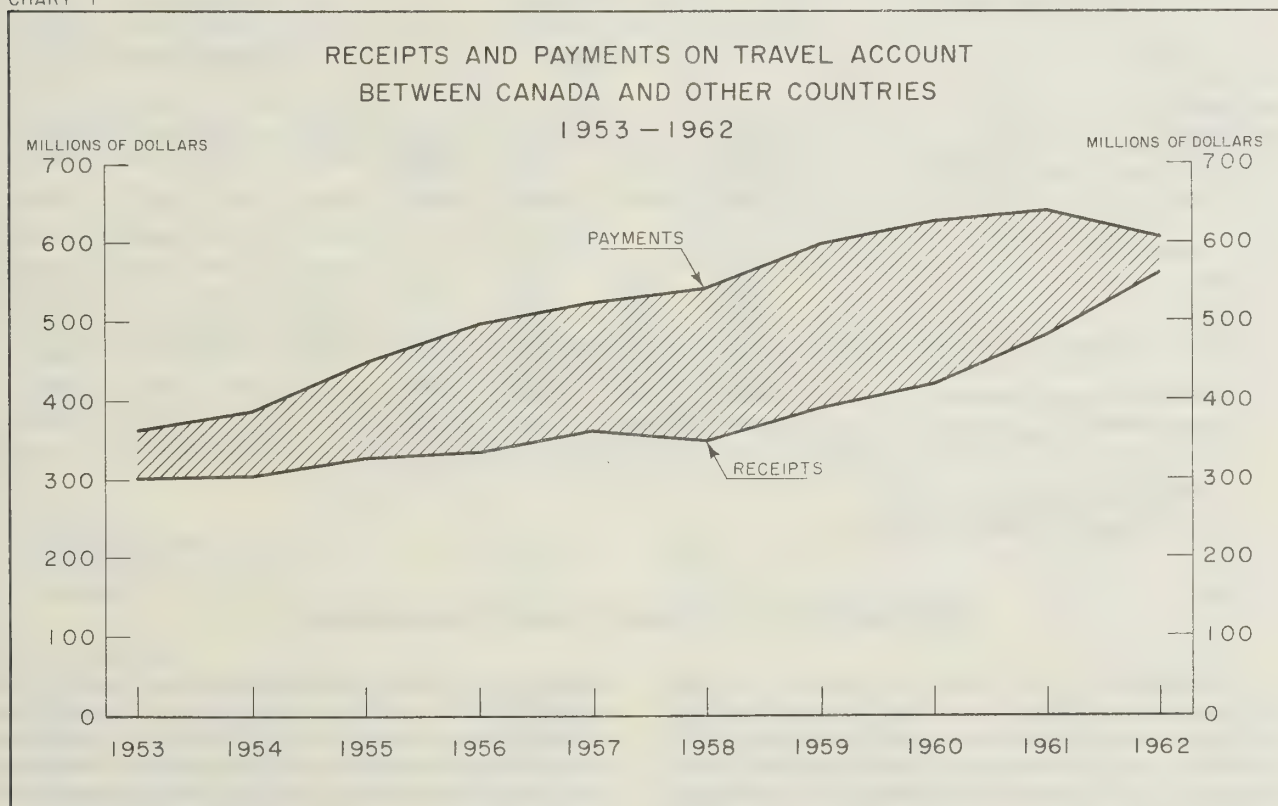
Introductory Review of Travel Between Canada and Other Countries

Two important factors influenced the 1962 statistics on international travel between Canada and other countries and were reflected particularly in travel with the United States. They were the devaluation of the Canadian dollar and the reduction in the limit of the customs exemption from duty on imports of merchandise by Canadian travellers. In May 1962, the value of the Canadian dollar was fixed at 92.5 cents in terms of United States currency. It seems likely that this contributed significantly to the increase in receipts from residents of the United States travelling in Canada and, at the same time, had a contrary effect on Canadian travel in the United States. Effective June 25th 1962, the customs exemption on the value of Canadian purchases of merchandise in the United States was reduced from \$100 to \$25 every four months. This regulation, along with the devaluation of Canadian currency, contributed to substantially lower expenditures in the United States by Canadians. There was also a reduction in the exemption from duty on imports by Canadian travellers returning from overseas countries from \$300 to \$100.

Receipts from residents of other countries travelling in Canada during 1962 rose to an all-time high of \$562 million, an increase of \$80 million or nearly 17 per cent over the previous record of \$482 million in 1961. Aggregate receipts comprised \$512 million from residents of the United States and \$50 million from residents of other countries. Most of the increase can be attributed to a \$77 million or 17.7 per cent rise in receipts from United States travellers, while overseas visitors advanced their spending by \$3 million or 6.4 per cent.

Expenditures on foreign travel by Canadians amounted to \$605 million in 1962, a decrease of \$37 million or nearly 6 per cent. This marks the first decrease in aggregate expenditures of Canadians travelling in other countries since 1948 when increased currency restrictions introduced in November 1947 curtailed Canadian travel expenditures in other countries. With the removal of some of these exchange restrictions in January 1949 and their complete withdrawal subsequently, Canadian expenditures on travel in other countries began an upward

CHART - I



trend of expansion which was uninterrupted until 1962 when Canadian expenditures on international travel were again curtailed by official measures.

The balance of payments deficit on travel account between Canada and other countries had reached a peak of \$207 million in both 1959 and

1960. Then in 1961 the trend toward a reduced deficit started and in 1962 was accelerated. The deficit, which had been reduced to \$160 million in 1961, was further reduced to \$43 million in 1962, the lowest deficit since 1951 when the first deficit of \$6 million appeared.

United States Travel in Canada

Residents of the United States made 31.7 million trips to Canada during 1962, an increase of 1.2 million or 3.9 per cent more than in 1961. Of this increase in volume, the greatest rise appeared in the third quarter, during which time there were an additional 951,900 entries or 6.7 per cent more than in the comparable period of 1961. There was also a substantial increase of 416,500 entries or 5.7 per cent in the second quarter, while the volume of entries during the first quarter was practically unchanged from the previous year. The trend toward increased traffic in the second and third quarters changed for the fourth quarter, as entries declined by 189,700 or 3.6 per cent when compared with the 1961 figure.

For the first time in history, receipts from residents of the United States travelling in Canada exceeded the half billion mark in 1962. The earnings from U.S. travel in Canada amounted to \$512 million during the year, an increase of \$77 million or nearly 18 per cent over 1961. The combination of an increase in the volume of visitors with a tendency toward freer spending produced the substantial gain in receipts for the year. Although gains were recorded throughout each of the four quarters of the year, the most noticeable advance appeared in the third quarter when spending by visitors rose some \$40.5 million or 17.0 per cent. Moreover, the gains noted in the other quarters were also fairly substantial—\$6.9 million in the first, \$23.3 million in the second and \$6.4 million in the final quarter.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1959-62

Type of transportation	Number of persons				Expenditures			
	1959	1960	1961	1962	1959	1960	1961	1962 ¹
	thousands				millions of dollars			
Automobile:								
Non-permit or local traffic	9,025 ²	—	—	—	28.4 ²	—	—	—
Customs permits	8,847	18,344 ³	19,294	20,292	163.4	219.9 ³	267.1	323.0
Repeat trips of permit holders	4,959	4,927	4,694	4,309	—	—	—	—
Totals	22,831	23,271	23,988	24,601	191.8	219.9	267.1	323.0
Non-automobile:								
Plane	432	435	486	483	50.7	52.7	63.4	65.5
Bus	392	416	415	456	26.9	31.6	34.3	41.1
Rail	619	590	512	517	35.9	30.7	29.1	31.4
Boat	419	439	466	696	21.0	18.2	20.4	26.1
Other	5,188	4,504	4,607	4,903	24.8	22.0	21.0	25.3
Totals	7,050	6,384	6,486	7,055	159.3	155.2	168.2	189.4
Grand totals	29,881	29,655	30,474	31,656	351.1	375.1	435.3	512.4

¹ Subject to revision.

² January-September inclusive.

³ Not comparable with previous year.

United States Travel in Canada by Types of Transportation

An analysis of U.S. travel in Canada by the type of transportation used shows that persons entering by automobile continue to comprise the largest group of visitors and also account for the majority of receipts. In 1962, border crossings into Canada by residents of the United States using automobiles for transportation numbered 24,601,000 as compared to 23,988,000 in 1961, a gain of 613,000 or between 2 and 3 per cent. In addition to a greater number of persons, a higher average expenditure per trip raised

the receipts of automobile visitors from \$267 million in 1961 to \$323 million in 1962, a gain of \$56 million or 21 per cent. Furthermore, the quarterly breakdown shows higher receipts in each quarter when compared with 1961. The greatest absolute increase amounted to \$28.3 million in the third quarter, followed by \$17.1 million in the second quarter, \$5.6 million in the fourth quarter, and \$4.9 million during the first quarter when climatic and road conditions are frequently not conducive to travel.

**STATEMENT 2. Number of Non-Residents Entering Canada from the United States,
compiled Quarterly, 1962**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
thousands					
Automobile:					
24 hours or less	2,015	4,165	7,180	2,683	16,043
Over 24 hours	656	1,779	5,012	1,111	8,558
Totals.....	2,671	5,944	12,192	3,794	24,601
Non-automobile:					
Plane	82	135	166	100	483
Bus	45	120	220	71	456
Rail	99	127	185	106	517
Boat	2	156	514	24	696
Other	876	1,231	1,837	959	4,903
Totals.....	1,104	1,769	2,922	1,260	7,055
Grand totals.....	3,775	7,713	15,114	5,054	31,656

Non-resident entries from the United States by plane in 1962 numbered 483,000, representing a negligible decrease of 3,000 from the volume in 1961. However, the expenditures of this group of travellers amounted to \$65.5 million, an increase of \$2.1 million over the previous year. The decrease in number of visits was restricted to the last half of the year, as increases appeared in both the first and second quarters. While higher average expenditures per person were reported in each quarter of the year, it was particularly noticeable in the third and fourth quarters when the number of visitors declined.

United States residents travelling to Canada by through bus numbered 456,000 (exclusive of in transit travel). This represents an increase of 41,000 entries

or nearly 10 per cent over comparable data for 1961. At the same time, their expenditures amounting to \$41.1 million rose by \$6.8 million or nearly 20 per cent, attributable to the higher average outlay per person. Most of the increase in volume appeared in the third quarter, while less significant increases appeared in the second and fourth quarters. The first quarter was the only period to show a decline in the number of visits when compared with the previous year. The increase in receipts from bus travellers was also concentrated in the third quarter although moderate gains were also recorded in the first and second quarters. In comparison with 1961, receipts declined in the fourth quarter, the only period during the year in which the average outlay per person appeared as a decrease.

**STATEMENT 3. Expenditures of Non-Residents Entering Canada from the United States,
compiled Quarterly, 1962¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
24 hours or less	3.4	8.1	12.5	6.1	30.1
Over 24 hours	20.0	56.2	165.8	50.9	292.9
Totals	23.4	64.3	178.3	57.0	323.0
Non-automobile:					
Plane	8.4	17.4	28.3	11.4	65.5
Bus	3.0	7.8	25.5	4.8	41.1
Rail	3.8	5.8	18.1	3.7	31.4
Boat	0.2	6.5	18.2	1.2	26.1
Other ²	3.5	6.0	10.6	5.2	25.3
Totals	18.9	43.5	100.7	26.3	189.4
Grand totals	42.3	107.8	279.0	83.3	512.4

¹ Subject to revision.

² Includes \$6 million paid to Canadian carriers by U.S. residents in transit.

MAP-1



(11) OVER 24 HOURS STAY IN CANADA.

Visitors from the United States who entered Canada by boat in 1962 numbered 696,000, marking an increase of 230,000 over 1961. This abnormally high increase should be considered with reservation as nearly all of it (200,000) appeared on the Pacific Coast. The holding of the World's Fair in Seattle, Washington during 1962 drew large crowds to that area, many of whom took the boat trip to Victoria on Vancouver Island. This, however, appears to have been chiefly short-term traffic with low average expenditures so that receipts from the boat category did not advance proportionately with the number of trips. Largely because of the increase in volume during the summer months, the total number of trips show a gain of some 50 per cent although the receipts from this group of travellers advanced only 28 per cent.

Non-resident entries from the United States by rail amounted to 245,000 in 1962 (exclusive of in transit passengers across Southern Ontario), an increase of some 4,200 or 2 per cent when compared with 1961. Receipts from entries by rail totalled \$31.4 million, an increase of \$2.3 million or nearly 8 per cent. Comparable with the trend in entries by bus, travel by rail advanced in all quarters of the year, with the exception of the first quarter when a decline of some 4,000 was recorded.

Non-immigrants entering by "Other" forms of transportation in 1962 numbered 4,903,000, an increase of approximately 296,000 or between 6 and 7 per cent. Their payments in Canada advanced \$4.3 million when compared with the previous year. The increase in receipts from this category appeared in all quarters of the year but was more substantial in the third quarter when it amounted to some \$2.5 million.

Summarizing the non-automobile types of transportation for the year 1962, total entries of non-residents by plane, bus, rail, boat and "Other" forms of travel numbered 7,055,000, a gain of 569,000 or nearly 9 per cent. Receipts from non-automobile visitors to Canada totalled \$189.4 million, marking a gain of \$21.2 million or between 12 and 13 per cent over the total for 1961. The first quarter was characterized by a gain in volume of 115,000 or 11.6 per cent while expenditures advanced \$2 million or approximately the same proportion. There was little change in the number of entries during the second quarter but expenditures rose to \$43.5 million, a gain of \$6.2 million or 16.6 per cent. During the third quarter the number of entries advanced by nearly 500,000 while receipts were about \$12 million higher than the same period of 1961. The fourth quarter was the only period where a decrease (104,000) in number of entries appeared whereas receipts of \$26.3 million were slightly higher than the fourth quarter of the previous year.

Analysis of United States Motor Traffic by State of Origin

Automobile traffic entering Canada from the United States in 1962 is shown according to state of origin, grouped by regions in Table 10. Data appearing in this table pertain to visits lasting over 24 hours only and do not include vehicles entering and leaving Canada on the same day or repeat trips of standing (L) permit holders. The general pattern by area of origin reveals little change from the previous year although a lower proportion of the total originated in the North-Eastern, Great Lakes and North-Western areas, with compensating increases in the West Coast States and other remaining states. It is of interest to note that during the past three years there has been a gradual decline in the importance of the North-Eastern States as a source of origin for automobile entries into Canada.

Passenger car registrations (exclusive of publicly owned vehicles) in the United States during 1962 amounted to 65,648,961, a gain of 2,638,095 or 4.2 per cent over the 1961 total. Entries into Canada by state of origin as shown in Table 10 advanced 189,500 or 6.5 per cent. In Map 1 the number of non-resident vehicles travelling in Canada for two days or over are presented as a percentage of the number of automobiles registered in each state. During 1962, the over-all proportion of entries to registrations in the United States amounted to 4.7 per cent. Comparable data show 4.6 per cent in 1961 and 4.5 per cent

in 1960. Closer scrutiny of Map 1 reveals a decrease in the proportion of entries to registrations from some of the border states and small increases in the proportion of entries to registrations in many of the states further from the border. Some of the more conspicuous examples of the reductions include Maine from 29.4 to 24.1, Vermont (42.4—40.4) North Dakota (11.7—10.3) and Washington (14.7—13.5). On the other hand, the proportion of entries to registrations from California advanced from 1.0 to 1.5, Ohio (4.1—4.6) Colorado (0.7—1.1) and Utah (1.2—1.6).

Compilations of data by state of origin on the average length of stay for vehicles remaining in Canada more than 24 hours during 1962 show minor variations from comparable information for 1961. Non-resident vehicles from states forming the North-Eastern region of the United States collectively averaged the same length of stay in Canada as in 1961, namely 4.4 days. An analysis of the states within this region shows the following averages: Maine 7.6 days; Massachusetts 6.1 days; New Jersey 5.5 days; Pennsylvania 5.4 days; Connecticut 5.3 days; Rhode Island 5.3 days; New Hampshire 4.7 days; New York 3.6 days; and Vermont 3.4 days. The most significant change within this region was that cars registered in the state of Maine spent about one-half day more in Canada during 1962 than in 1961.

Foreign automobiles registered in the Great Lakes area of the United States remained an average of 4 days in Canada in 1962, the same length of stay as in 1961 and 1960. Cars from Illinois and Ohio averaged 5.8 days in Canada compared with 6.1 days in 1961. Vehicles from Indiana averaged 5.4 days in Canada, Wisconsin cars averaged 5.1 days and vehicles from Michigan remained 3.3 days before departing, in the latter case no change from 1961.

Non-resident automobiles originating in the North-Western region of the United States averaged the longest stay in Canada according to area—5.9 days, a drop of 0.6 days from the 1961 average. The breakdown by states for this group shows an average of 6.2 days for cars registered in Montana, 6.0 days for Minnesota and 5.2 days average for cars from North Dakota. The greatest change for this group appears for Minnesota where the average length of stay dropped 0.8 days when compared with 1961.

The average length of stay for cars from the West Coast States taken as a whole was practically unchanged from the previous year, with an average visit lasting 5.3 days compared with 5.4 days in 1961. Averages for these states individually show cars from California remained 6.4 days, Oregon 6.1 days and Washington 4.3 days. Foreign automobiles registered in the remaining states not included in the geographic regions and from other countries averaged a stay lasting 6.8 days, a decline of 0.6 days when compared with 1961.

Information on the state of origin of United States residents entering Canada by plane, bus and rail (exclusive of in transit traffic) for the years 1959-62 is presented in Table 11. The estimates appearing in this table have been made possible through the utilization of a United States Department of Commerce survey. States with fewer than 10,000 visitors are not shown separately but appear under the "Other" category of their respective regions.

Comparable with automobile travel, the North-Eastern States are the origin of the greatest proportion of the non-automobile traffic (exclusive of

arrivals by boat) accounting for an estimated 425,000 or 38 per cent in 1962 compared to 40 per cent in 1961. Visitors from the state of New York are estimated at 214,000 as compared to 208,000 in 1961, an increase of 6,000, while New Jersey was next in importance with 61,000, an increase of 7,000 over the previous year. Other states within this area, with the exception of Connecticut, contributed fewer visitors in 1962.

Non-automobile visitors (excluding boat) originating in the Great Lakes area of the United States are estimated at 256,000, representing 23 per cent of the total or 1 per cent less than in 1961. Although the aggregate for this area was reduced slightly when compared with the previous year, the survey indicated more arrivals from Michigan and Ohio.

The North-Western States contributed between 4 and 5 per cent of the visitors arriving by plane, through bus and rail. Visitors from this area were estimated at 52,000, a decrease of about 2,000 from the previous year although, on a state basis, Minnesota, the principal source from the area, shows an increase of some 6,000 over 1961.

Non-automobile visitors from the West Coast States of California, Oregon and Washington are estimated at 206,000 in 1962, an increase of 38,000 over the previous year. The increase recorded for this area was mainly persons from California although the total for Oregon also shows a gain over the 1961 figure. On the other hand, entries from the state of Washington were about 12,000 below 1961. Entries from the area as a whole constituted about 18 per cent of the total in 1962, compared to 15.5 per cent in 1961.

Remaining states not specified by areas accounted for 186,000 entries compared with 172,000 in 1961, an increase of 14,000. Texas, from which 26,000 entries originated, remains the most important state within this group, followed by Missouri with 20,000 and Colorado showing 13,000. States grouped under the category of "Remaining States" comprised 16.5 per cent of the non-auto entries in 1962 whereas their proportion in 1961 amounted to 15.9 per cent.

Destination Reported by United States Plane, Bus and Rail Travellers

Estimates on the province of destination for United States visitors entering Canada by plane, through bus and rail (exclusive of in transit) are based on the results of a survey made available through the co-operation of the United States Department of Commerce. These estimates are presented in Statement 4 for the calendar years 1959-62 and Statement 5 on a quarterly basis for 1962. Entries into Canada by these means of transportation totalled 1,125,000 in 1962, an increase of some 41,000 over the previous year. The survey indicated that some 421,000 or 38 per cent were destined to Ontario, compared with 458,000 or 42 per cent in 1961. The next largest number, 277,000 or 20 per cent, had destinations in British Columbia (including the Yukon Territory) compared with 154,000 or 14 per

cent the previous year. Some 218,000 or 19 per cent were destined to Quebec, marking a decline of 3 per cent from the 1961 percentage. Estimates for the remaining provinces show that 75,000 or 7 per cent had been destined for points in the Atlantic Provinces, 60,000 or 5 per cent had destinations in Manitoba, 14,000 or 1 per cent chose Saskatchewan and 110,000 or 10 per cent had been to Alberta. The most notable change in 1962 was the increase of 6 per cent in the proportion of the total that were destined to British Columbia (including the Yukon Territory). The holding of the World's Fair in Seattle, Washington during 1962, no doubt, drew many visitors from other parts of the United States, a considerable number of whom took the opportunity to visit Canada while in that part of the United States.

**STATEMENT 4. Province of Destination¹ of United States Travellers² Entering Canada by Plane,
Bus and Rail, 1959 - 62**

Province of destination	1959	1960	1961	1962
Atlantic Provinces	64,000	58,000	85,000	75,000
Quebec	262,000	232,000	237,000	218,000
Ontario	451,000	463,000	458,000	421,000
Manitoba	55,000	40,000	55,000	60,000
Saskatchewan	15,000	10,000	12,000	14,000
Alberta	66,000	78,000	83,000	110,000
British Columbia and Yukon Territory	160,000	186,000	154,000	227,000
Canada	1,073,000	1,067,000	1,084,000	1,125,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

A quarterly analysis of non-resident entries by plane, bus and rail reveals that 459,000 or 40.8 per cent of the arrivals were recorded in the third quarter. Indications are that 117,000 or 25.5 per cent of this number had destinations in Ontario, 110,000 or 24 per cent in British Columbia (including the Yukon Territory) and 98,000 or 21.3 per cent in the province of Quebec. The percentages of non-automobile travellers destined to other provinces in the third quarter were as follows: Atlantic Provinces 11.8 per cent; Alberta 12.2 per cent; Manitoba 4.1 per cent; and Saskatchewan 1.1 per cent.

It was estimated that some 300,000 or 26.7 per cent of the plane, bus and rail travellers arrived during the second quarter. The breakdown by province of destination for the second quarter shows Ontario with 41 per cent, British Columbia (including the Yukon Territory) 21 per cent, and Quebec with 16.3 per cent. Next in order of importance by destination was Alberta with 10.3 per cent, followed by Manitoba with 6.7 per cent, the Atlantic Provinces 3.7 per cent and Saskatchewan with 1 per cent.

**STATEMENT 5. Province of Destination¹ of United States Travellers² Entering Canada by Plane,
Bus and Rail, compiled Quarterly, 1962**

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces	4,000	11,000	54,000	6,000	75,000
Quebec	30,000	49,000	98,000	41,000	218,000
Ontario	83,000	123,000	117,000	98,000	421,000
Manitoba	10,000	20,000	19,000	11,000	60,000
Saskatchewan	3,000	3,000	5,000	3,000	14,000
Alberta	7,000	31,000	56,000	16,000	110,000
British Columbia and Yukon Territory	22,000	63,000	110,000	32,000	227,000
Canada	159,000	300,000	459,000	207,000	1,125,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

Arrivals by plane, bus and rail in the fourth quarter amounted to 207,000 or 18.4 per cent of the year. Again, the province of Ontario with 47 per cent received the greatest proportion of any of the provinces, followed by Quebec with 20 per cent, British Columbia and the Yukon Territory 15 per cent, Alberta 8 per cent, Manitoba 5 per cent, Atlantic Provinces 3 per cent and Saskatchewan 2 per cent.

The lowest proportion of entries by plane, bus and rail, some 159,000 or 14.1 per cent, entered

Canada during the first quarter. Sample data show that 52.2 per cent were destined to Ontario, 18.9 per cent to Quebec and 13.8 per cent to British Columbia and the Yukon Territory. It will be noted that the percentage of non-automobile visitors to British Columbia (including the Yukon Territory) was much higher during the second and third quarters of the year when the World's Fair was in progress in Seattle than in the first and fourth quarters. This is further evidence that this event was a factor drawing higher proportions of the visitors to the Western Provinces during 1962.

Analysis of United States Motor Traffic by Ports of Entry and Exit

Some indication of the routes followed in Canada can be gained by examining the ports of entry and exit as stamped on the surrendered traveller's vehicle permit. The information which is summarized in Table 3 and Statement 6 should be considered as minimal because it is not possible to determine what proportion of cars which have entered and left Canada through the same port have, in the meantime, visited one or more of the other provinces.

During 1962, 46,560 non-resident automobiles entered Canada through ports in the Atlantic Provinces and returned to the United States the day following date of entry, while 93,917 spent two or more nights in Canada. This represents a total of 140,477 automobile entries, via ports in the Atlantic Provinces, which remained in Canada for one or more nights, compared to 137,029 in 1961, an increase of 3,448 or 2.5 per cent. About 93 per cent of these vehicles returned to the United States through ports in the Atlantic Provinces, while 5,303 returned through ports in Quebec and 4,182 through ports in Ontario. The volume of traffic in the opposite direction was greater as 7,807 of the automobiles entering through ports in Quebec and 6,625 of the entries through ports in Ontario returned through ports in the Atlantic Provinces.

The heaviest inter-provincial traffic movement occurs between Ontario and Quebec. In 1962, 33,064 automobiles entered through ports in Quebec and returned through ports in Ontario after spending one or more nights in Canada. Traffic in the opposite direction shows 51,131 automobiles entering through ports in Ontario and returning through ports in

Quebec after spending one or more nights in Canada. Non-resident automobiles entering through ports in Quebec and returning the following day numbered 125,798, while 204,813 spent two or more nights in Canada. This represents a total of 330,611 cars in Canada for one or more nights, an increase of 4,609 over the previous year or 1.4 per cent. Between 87 and 88 per cent of these vehicles return to the United States through ports in the province of Quebec.

Section 1 of Table 3 presents a detailed analysis of non-resident automobile travel within the province of Ontario. The most striking feature about this traffic in Ontario is the heavy proportion showing only one night's stay in Canada. Of the total of 2,130,285 vehicles entering through all ports in Ontario about 57 per cent spent only one night in Canada and the remaining 43 per cent spent two or more nights. The aggregate of all other provinces, amounting to 925,830 vehicles, shows 33 per cent remaining one night in Canada and 67 per cent staying for two or more nights.

The preponderance of traffic remaining in Canada one night, appearing for Ontario in Table 3, can be traced to the area between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west. Entries in the area bounded by these ports comprise between 57 and 58 per cent of the total non-resident automobile travel with one or more nights' stay in Canada. Traffic entering Canada through these ports constitutes about 73 per cent of the volume of one night visits but only 42 per cent of the traffic remaining two or more nights in Canada.

STATEMENT 6. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1962

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	90.90	5.05	3.93			0.12		
Quebec	3.49	82.62	13.66			0.23		
Ontario	0.68	4.87	93.22	0.57	0.05	0.16	0.40	0.05
Manitoba	0.27		13.17	70.13	2.96	3.70	7.88	1.89
Saskatchewan	0.22		3.30	5.86	61.28	7.88	12.69	8.77
Alberta	0.35		5.64	4.11	3.89	31.73	40.68	13.60
British Columbia	0.18		1.76	1.42	1.11	7.23	84.84	3.46
Yukon Territory	0.36		3.24	4.73	8.43	25.99	49.03	8.22

¹ Exclusive of standing (L) permits and extensions.

Table 3 again indicates the importance to Ontario of the opening of the Trans-Canada Highway north of Lake Superior in late 1960. In 1962, as in 1961, this route ranks third in importance of routes within Ontario, carrying some 35,000 cars which stayed one or more nights in Canada. Prior to the opening of this section of highway, the volume of traffic between Sault Ste. Marie and Western Ontario ports, exclusive of entries and exits through the same ports, was under 5,000 per year.

The interchange of automobile traffic between Manitoba and Ontario is mainly between the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. Automobile traffic entering Canada by ports in Ontario and departing through ports in Manitoba amounted to 6,376, with 5,235 classified as two or more nights in Canada. Traffic in the opposite direction totalled 5,074, with 4,343 remaining for two or more nights. Table 3 thus reveals that the interchange of traffic between Ontario and Manitoba is comprised of 84 per cent with two or more nights in Canada and 16 per cent with only one night.

Travel between Manitoba and Saskatchewan amounted to 2,317 vehicles, with 1,130 entering through ports in Manitoba and returning through ports in Saskatchewan. Traffic in the opposite direction totalled 1,187. About 12 per cent of the interchange of traffic between Manitoba and Saskatchewan were cars which had spent one night in Canada, while the remaining 88 per cent had stayed for two or more nights.

Although travel between Saskatchewan and Alberta (3,074 vehicles in 1962) is not as heavy as might be expected, it is somewhat heavier than the traffic between Manitoba and Saskatchewan. The exchange between Saskatchewan and Alberta was evenly divided and comprised 1,538 vehicles from Saskatchewan to Alberta, with 1,536 in the opposite direction. The analysis shows this traffic to be predominately long-term (91 per cent in Canada for two or more nights) and a small proportion (9 per cent) in Canada for one night only.

Traffic between Alberta and British Columbia is relatively heavy totalling 32,448 in 1962, as compared with 20,692 in 1961, a gain of approximately 57 per cent. As mentioned elsewhere, this reflects the overflow of visitors into Canada from the World's Fair held in Seattle, Washington during 1962. The breakdown shows 15,546 entering through ports in Alberta and returning through ports in British Columbia. Travel in the opposite direction amounted to 16,902 automobiles. The breakdown on length of stay shows 2,369 or 7 per cent remaining one night in Canada, while a substantial number of just over 30,000 stayed two or more nights. The interchange between British Columbia and other provinces is higher than might be expected. Table 3 shows it amounted to 4,872 with Saskatchewan, 5,799 with Manitoba and 7,662 between British Columbia and Ontario (all in both directions).

Automobile travel between the Yukon Territory and other provinces presents a situation in that much of it is in transit traffic between Alaska and other states farther south in the Union. Non-resident vehicles proceeding to Alaska from other states must receive a traveller's vehicle permit as they enter Canada through one of the provinces and surrender it in the Yukon Territory as they are leaving Canada and entering Alaska. The return trip involves a contrary procedure as they must apply for another permit on entering the Yukon Territory from Alaska and surrender it as they leave Canada. With the exception of vehicles registered in Alaska, it would be very difficult to estimate the length of time that non-resident automobiles remain in Alaska. Traffic operating in both directions between the Yukon Territory and other provinces during 1962 can be summarized as follows: British Columbia 14,559; Alberta 8,457; Saskatchewan 2,786; Manitoba 1,295; and Ontario 957. The port of Pleasant Camp, B.C. is considered as Yukon traffic because of the close proximity to the Yukon Territory and, being in Northern British Columbia, it is far removed from other ports in that province. Because of this adjustment, all traffic between the Yukon Territory and other provinces involves trips of two or more nights in Canada.

Receipts from United States Travellers by Province of Entry

The distribution of receipts from United States travellers according to province of entry is presented in Statement 7. This is not intended to portray an accurate breakdown of expenditures within each province, although past experience has shown that inter-provincial movements may not have much effect on such a breakdown of receipts.

With the exception of British Columbia which appears to have benefited from the close proximity

to the World's Fair in Seattle, Washington, there is little change in the provincial distribution of the total receipts in 1962. While British Columbia advanced from 12.4 per cent of the total in 1961 to 14.9 per cent in 1962, a gain of 2.5 percentage points, on the other hand, Ontario's share was reduced in the same proportion. The Atlantic Provinces, Manitoba, Alberta, and the Yukon Territory each benefited slightly in 1962, whereas the proportion going to Quebec was reduced by 0.6 per cent.

STATEMENT 7. Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1958 - 62

Province of entry	Percentage of total				
	1958	1959	1960	1961	1962 ¹
Atlantic Provinces ²	8.7	8.0	8.0	7.9	8.0
Quebec	18.1	16.4	16.9	17.1	16.5
Ontario	50.7	52.7	55.6	56.0	53.5
Manitoba	2.9	2.8	3.0	2.7	2.9
Saskatchewan	1.6	1.5	1.1	1.1	1.0
Alberta	3.0	3.0	2.4	1.9	2.1
British Columbia	15.0	15.6	12.2	12.4	14.9
Yukon Territory	³	³	0.8	0.9	1.1
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.² Entering mainly through ports in New Brunswick.³ Included with British Columbia.

STATEMENT 8. Expenditures of United States Travellers in Canada, by Length of Stay, 1962

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less)				
Automobile:				
Repeat trips on standing (L) permits	4,309,700	13.62	—	—
Other automobile	11,733,100	37.06	29,996,000	5.85
Totals, automobile	16,042,800	50.68	29,996,000	5.85
Non-automobile:				
Plane	28,600	0.09	869,000	0.17
Bus	36,100	0.12	603,000	0.12
Rail	15,900	0.05	421,000	0.08
Boat	219,300	0.69	1,299,000	0.25
Plane in transit	7,300	0.02	22,000	0.01
Bus in transit	50,900	0.16	153,000	0.03
Rail in transit	272,200	0.86	—	—
Other travellers (pedestrians, local bus, etc.)	4,903,600	15.49	25,271,000	4.93
Totals, non-automobile	5,533,900	17.48	28,638,000	5.59
Totals (short-term)	21,576,700	68.16	58,634,000	11.44
Long-term traffic (over 24 hours)				
Automobile:				
Extensions	17,000	0.05	4,113,000	0.80
Standing (L) permits	63,000	0.20	12,693,000	2.48
Other automobile	8,478,600	26.78	276,207,000	53.91
Totals, automobile	8,558,600	27.03	293,013,000	57.19
Non-automobile:				
Plane	446,600	1.41	64,614,000	12.61
Bus	368,700	1.17	40,410,000	7.89
Rail	228,600	0.72	30,960,000	6.04
Boat	477,200	1.51	24,776,000	4.83
Totals, non-automobile	1,521,100	4.81	160,780,000	31.37
Totals (long-term)	10,079,700	31.84	453,773,000	88.56
Grand totals	31,656,400	100.00	512,407,000	100.00

¹ Subject to revision.

**Receipts from United States Travellers in Canada During 1962 Classified
by Length of Stay in Canada**

For convenience in compiling statistics on travel, entries from the United States into Canada are divided according to length of stay into two groups. Short-term visits comprise all persons entering and leaving on the same day, while all other visits are classified as being long-term in nature. Normally from year to year the breakdown between short-term and long-term visits follows much the same pattern. In 1962 about 68 per cent of the visits covered persons entering and leaving on the same day, consequently the balance, some 32 per cent, were in the long-term category. Similarly, 69 per cent were short-term visits in 1961 and 31 per cent were in the long-term classification.

Receipts follow a different trend proportionally than the number of visits. Short-term visits contributed only 11.4 per cent of the receipts in 1962 although the volume of travel from this group made up 68 per cent of the visits. Correspondingly, in 1961 short-term visits contributed 11.1 per cent of the expenditures and made up 69 per cent of the volume. At the same time, long-term visits made up 32 per cent of the volume but contributed 88.6 per cent of the receipts in 1962. Comparable figures for 1961 are 31 per cent and 88.9 per cent, respectively.

An analysis of length of stay by mode of transportation used shows that short-term motorists accounted for 16 million visits in 1962 which represented nearly 51 per cent of the total number of visits. Their expenditures, which amounted to \$30 million, were higher than the previous year although on a percentage basis they constituted about the same ratio of the total. Motorists remaining in Canada for more than one day numbered 8.6 million in 1962 and represented 27 per cent of the visits,

as compared to 26 per cent in 1961. Receipts from this group totalled \$293 million or 57 per cent of the total compared to 56 per cent in 1961.

Short-term non-automobile visitors totalled 5.5 million in 1962 and accounted for 17.5 per cent of all visits, slightly higher than the 1961 percentage. Receipts from these travellers amounted to \$28.6 million and made up 5.6 per cent of the total, as compared to 5.4 per cent in 1961. Long-term arrivals by non-automobile transportation numbered 1.5 million or nearly 5 per cent of the volume, a slight gain over the 1961 proportion. Although their expenditures advanced to \$160.8 million from \$144.7 million in 1961, the proportion dropped from 33.2 per cent in 1961 to 31.4 per cent in 1962.

A more detailed analysis of non-resident automobile traffic by length of stay (exclusive of standing (L) permits and extensions) may be found in Tables 4, 5, 6 and 7. The basis used for the classifications by length of stay segregates all vehicles entering and leaving Canada the same day into the one-day group although many of these visits are shorter than 24 hours. This group of visitors do not require overnight accommodation, consequently their expenditures are usually much lower than motorists requiring one or more nights' accommodation in Canada. The two-day class consists of motorists who enter at any time on one day and depart at any time on the following day, thereby spending one night in Canada. A substantial number of the two-day visits last less than 48 hours but are included because one night's accommodation or entertainment in Canada is involved. Subsequent day groups are determined in the same manner.

**STATEMENT 9. Non-resident Persons Entering Canada from the United States, classified according
to Length of Stay, by Selected Types of Transportation, 1962**

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	11, 733, 103	28, 580	36, 054	15, 939
2	4, 117, 436	73, 406	45, 329	22, 548
3- 7	3, 181, 909	271, 920	176, 856	134, 457
8-14	838, 737	64, 034	96, 987	49, 823
15-21	165, 573	21, 450	26, 343	12, 625
22 and over	113, 748	15, 815	23, 178	9, 182
Totals	20, 150, 506	475, 205	404, 747	244, 574

¹ Excluding standing (L) permits, extensions and 61,221 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and departing on the same day.

STATEMENT 10. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1962

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
	per cent			
1 ³	53.2	6.0	8.9	6.5
2	20.4	15.5	11.2	9.2
3- 7	15.8	57.2	43.7	55.0
8-14	4.2	13.5	24.0	20.4
15-21	0.8	4.5	6.5	5.2
22 and over	0.6	3.3	5.7	3.7
Totals	100.0	160.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 61,221 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and departing on the same day.

An estimate of the number of visitors according to the transportation used to enter Canada, is shown in Statement 9. This statement reveals that a high proportion of the visitors by automobile enter and return to the United States on the same day. Comparable data are presented on a percentage basis in Statement 10 which shows 58 per cent of the visitors by automobile entering and returning on the same day, whereas the "same day visits" for non-auto traffic is between 6 and 9 per cent.

There is a wide disparity between the provinces when examining data by length of stay as shown in Statement 11. The highest percentage of one-day traffic appears in the Atlantic Provinces and consists mainly of "same day trips" into New Brunswick. This high percentage (63) in the Atlantic Provinces is followed closely by Ontario (59 per cent), while only 25 per cent of the traffic entering Alberta returns to the U.S. on the same day. Ontario has the highest proportion of two-day traffic (24 per cent) followed closely by Quebec with 19 per

cent. Statement 12 reveals that nearly 63 per cent of the automobile traffic in Alberta remains in Canada for two or more nights, whereas the proportion staying two or more nights in Ontario is between 17 and 18 per cent.

Data on non-resident travel in Canada by plane, bus and rail (excluding in transit passengers) may be found in Table 12. The method used in classifying non-automobile traffic by length of stay was the same as that used for automobile traffic—persons entering and returning on the same day shown as one-day traffic. Compilations show that persons entering and leaving on the same day by plane, bus and rail amounted to 80,600 and represented only 7 per cent of the total by these types of transportation, while the two-day group numbered 141,300 or between 12 and 13 per cent of the total. Non-residents who entered Canada by plane, bus or rail and stayed for two or more nights totalled 902,700, about 80 per cent of the total compared with 81 per cent in 1961.

STATEMENT 11. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ classified by Length of Visit, by Province of Exit, 1962

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	B.C. and Y.T.	Canada
1 ²	63.3	47.9	58.9	52.3	52.2	25.3	36.0	55.9
2	11.8	18.9	23.6	12.6	11.0	12.0	20.5	21.9
3- 7	13.0	26.2	13.0	23.3	23.1	42.1	33.7	16.3
8-14	7.2	4.6	3.2	7.5	8.8	13.9	6.7	4.1
15-21	1.8	0.8	0.7	1.7	2.0	2.8	1.3	0.8
22 and over	2.1	0.9	0.4	1.8	2.4	3.1	1.2	0.7
Not classified ³	0.8	0.7	0.2	0.8	0.5	0.8	0.6	0.3
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Exclusive of standing (L) permits and extensions.

² Automobiles entering and departing on the same day.

³ Not classified by length of visit.

**STATEMENT 12. Summary of Non-resident Automobiles¹ by Province of Exit,
classified by Length of Stay in Canada, 1962**

Province of exit	Total vehicles	Length of stay			Percentage distribution		
		One day	Two days	Three days ² and over	One day	Two days	Three days ² and over
		number			per cent		
Atlantic Provinces	410,016	259,583	48,330	102,103	63.3	11.8	24.9
Quebec	674,051	323,207	127,340	223,504	47.9	18.9	33.2
Ontario	5,150,125	3,030,692	1,214,814	904,619	58.9	23.6	17.5
Manitoba	99,653	52,114	12,506	35,033	52.3	12.6	35.1
Saskatchewan	48,326	25,252	5,297	17,777	52.2	11.0	36.8
Alberta	56,268	14,232	6,738	35,298	25.3	12.0	62.7
British Columbia	523,327	194,316	109,448	219,563	37.1	20.9	42.0
Yukon Territory	18,695	830	1,512	16,353	4.4	8.1	87.5
Canada	6,980,461	3,900,226	1,525,985	1,554,250	55.9	21.9	22.2

¹ Exclusive of standing (L) permits and extensions.

² Includes a small number of vehicles not classified by length of stay.

**Distribution of Travel Expenditures by Residents of the United States
in Foreign Countries**

Data released by the Department of Commerce indicates that residents of the United States spent a record of \$2,895 million on foreign travel during 1962, marking an increase of \$253 million or nearly 10 per cent more than in 1961. This includes \$990 million for transocean transportation, of which some \$427 million was paid to U.S. air and sea carriers and the remaining \$563 million went to foreign carriers. Total payments for travel within foreign countries and payments to their carriers for transocean transportation amounted to \$2,468 million, an increase of about 9 per cent over 1961. At the same time, payments to U.S. carriers for transocean transportation advanced some \$47 million or 12 per cent. The aggregate transportation costs (including transportation to foreign carriers) advanced \$95 million or nearly 11 per cent. The breakdown shows foreign carriers received nearly 57 per cent of the transocean transportation costs and U.S. carriers 43 per cent.

United States residents travelling abroad in 1962 (exclusive of travel to Canada, Mexico, and

also cruise travellers) numbered 1,767,000, an increase of 192,000 or 12 per cent more than in 1961. Of the total, some 1,487,000 (84 per cent) travelled by air, marking an increase over the previous year of 180,000 or 14 per cent. The number of boat travellers also advanced, surpassing the 1961 total by 12,000 or about 4 per cent and besides does not include cruise travel which experienced substantial gains in 1962. It is interesting to note, that over 265,000 Americans went on sea cruises in 1962, an increase of 25 per cent over 1961. A substantial part of this increase occurred in the summer months. Cruise travel by U.S. residents advanced 54 per cent in the second quarter, 33 per cent in the third quarter but only 14 per cent and 3 per cent, respectively, in the first and fourth quarters. The changes in regulations which allowed some U.S. liners to compete in the Caribbean-South American cruise trade increased the cruise volume to U.S. ships by 53 per cent in 1962. Fare payments and spending ashore by cruise passengers are included in travel expenditures. About 75 per cent of their expenditures go for fares and other expenses aboard ship.

STATEMENT 13. Expenditures for Foreign Travel by Residents of the United States, 1958-62
(In terms of U.S. currency)

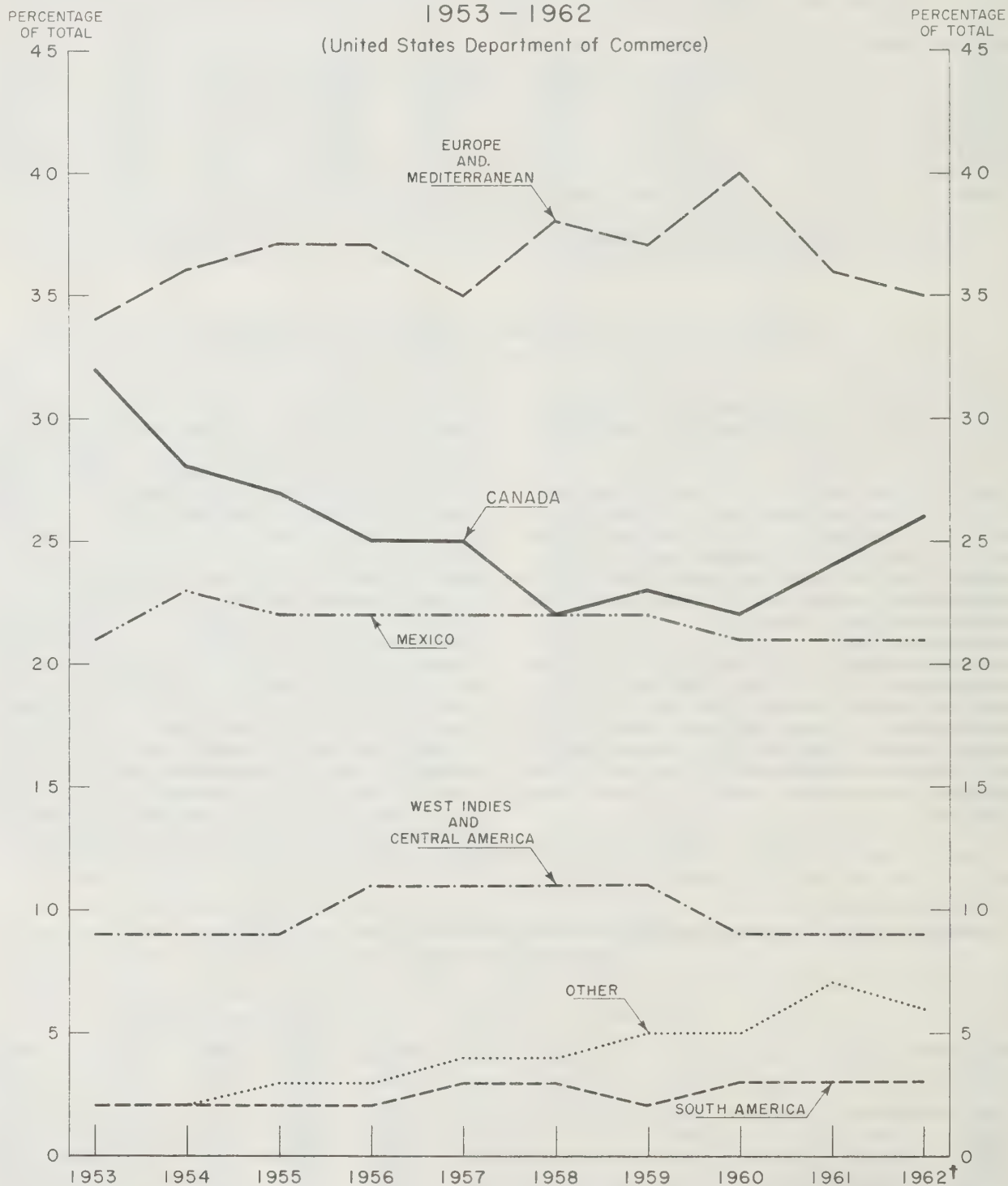
	1958	1959	1960	1961	1962
	millions of dollars				
Transportation	680	770	895	895	990
Foreign-flag carriers	320	380	460	515	563
U.S.-flag carriers	360	390	435	380	427
Expenditures abroad	1,460	1,610	1,745	1,747	1,905
Canada	323	365	380	425	492
Mexico	319	350	365	370	395
Europe and Mediterranean	560	604	704	630	660
West Indies and Central America	156	174	166	160	178
South America	37	41	45	48	55
Other overseas areas	65	76	85	114	125
Grand total	2,140	2,380	2,640	2,642	2,895

Source: U.S. Department of Commerce, Office of Business Economics.

CHART-2

DISTRIBUTION OF TRAVEL EXPENDITURES* IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1953 - 1962

(United States Department of Commerce)



* EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES.

† DATA FOR 1962 ARE SUBJECT TO REVISION

Although U.S. residents spent more for travel within overseas countries during 1962, the average expenditure per trip declined. However the reduced duty-free customs allowance, which was in effect for the first full year, may have influenced the average outlay abroad. The proportion of air travellers, who stay a shorter period and spend less than those travelling by sea, increased slightly. There was also an expansion of charter flights thereby making it possible for a broader range of income groups to travel, many of whom might not have travelled at higher rates. This could be another factor that may have played a part toward lower average expenditures. There was a decline in the use of first class travel and, at the same time, an increase in the economy class when compared with 1961 data. There is evidence of increased use of rented automobiles abroad which means longer periods outside of the large, high priced, population centres and more days spent touring within a single country, thereby lowering the outlay per person. The average number of countries visited in Europe declined but the length of stay was about 3 days more in 1962. Transportation to Europe and return cost the traveller an average of \$610 in 1962 while expenditures within the area reached about \$705 per person. This compares with \$630 and \$760, respectively, in 1961, a further decline from that shown the previous year.

The volume of travel to interior Mexico was higher in 1962 but lower average expenditures per visit curtailed total expenditures in the area. The duty-free exemption, which was reduced from \$500 to \$100 in September 1961, was probably responsible in part for the lower averages. U.S. travel to the West Indies and Central America reached a new high of \$178 million in 1962. The number of Americans visiting this area climbed from 550,000 in 1961 to 609,000 in 1962 but average outlay per trip tended to be lower. The increase in volume, together with the large numbers of cruise passengers, helped bring a 10 per cent increase in spending to the area. There was a moderate increase of 2,000 in the number of Americans visiting South America. Travel to this area is predominately for business purposes and higher average expenditures per visit appeared. The average U.S. traveller in South America visited more countries in 1962 which would tend to increase the outlay per trip. Travel to other overseas areas is principally to the Far East. There was a 22 per cent gain in the number of visits but lower averages held the total expenditures to a 10 per cent increase. Japan and Hong Kong continue to dominate the area in terms of U.S. travel expenditures.

Canadian Travel in the United States

The devaluation of the Canadian dollar in terms of United States currency and the reduction in value of merchandise exempt from customs duties each played an important part in influencing travel to the United States by Canadians in 1962. As already mentioned in the opening paragraph of this report, the value of the Canadian dollar was fixed at 92.5 cents in terms of U.S. currency in May 1962 and the customs exemption on the value of Canadian purchases of merchandise in the United States was reduced from \$100 to \$25 every four months, effective June 25th, 1962. It seems that both these regulations contributed to the reduction in the number of visits and payments for travel in the

United States, as the trend changed abruptly about that time and became even more significant in the third quarter.

Canadians returning from trips to the United States numbered close to 28 million in 1962 compared to 29.3 million in 1961, a decrease of 1.3 million. There was little change from the previous year during the first and second quarters with the decrease amounting to 12,000 or 0.10 per cent. However, in the third quarter the volume of re-entries declined about 1 million or 4.5 per cent and this trend continued in the fourth quarter when re-entries dropped some 300,000 or 5 per cent.

STATEMENT 14. Number and Expenditures of Canadian Travellers in the United States,¹ 1959-62

Type of transportation	Number of persons				Expenditures			
	1959	1960	1961	1962	1959	1960	1961	1962 ²
	thousands				millions of dollars			
Automobile	22,205	23,358	23,339	22,354	235.1	232.0	237.6	203.1
Non-automobile:								
Plane	423	452	458	485	86.9	103.0	108.6	114.8
Bus	437	445	431	431	46.1	49.7	46.3	42.4
Rail	380	332	267	251	53.9	46.6	38.9	36.6
Boat	124	124	110	115	5.6	5.6	3.9	4.0
Other	4,421	4,335	4,684	4,309	20.8	20.4	19.4	13.2
Totals, non-automobile.....	5,785	5,688	5,950	5,591	213.3	225.3	217.1	211.0
Grand totals	27,990	29,046	29,289	27,945	448.4	457.3	454.7	414.1

¹ Exclusive of Hawaii.

² Subject to revision.

Payments by Canadians for travel in the Continental United States during 1962 are estimated at \$414 million, a decline of \$40.6 million or nearly 9 per cent. This decline can be traced to the last half of the year when the influence of the devaluated Canadian dollar and the reduction in the value of merchandise entitled to customs exemption was evident. During the first quarter payments by Canadians for travel in the United States advanced

from \$90.4 million in 1961 to \$93.6 million in 1962, an increase of 3.5 per cent. The second quarter of 1962, with payments of \$132.3 million, also recorded an increase which amounted to \$3.9 million or 3 per cent. On the other hand, payments in the third quarter declined from \$149.5 million in 1961 to \$122.6 million in 1962, some \$27 million or 18 per cent while the decrease in the fourth quarter amounted to nearly \$21 million or about 24 per cent.

Canadian Travel in the United States by Type of Transportation

Passenger car registrations in Canada totalled 4,531,384 in 1962, representing an increase of 205,702 or 4.75 per cent over 1961. Registrations in 1961 amounted to 4,325,682 which represented an increase of 221,267 or 5.4 per cent over 1960 while the increase of 1960 over 1959 stood at 9 per cent. Furthermore, the number of car registrations in 1962 indicate there was one automobile for every 4.1 persons in Canada while the 1961 ratio was one for every 4.2 persons.

Although there was an increase in the number of automobiles registered in Canada during 1962, at the same time, there was a decrease of some 315,600 or 3.6 per cent in the volume of Canadian vehicles re-entering Canada from the United States.

On a quarterly basis, this decrease amounted to less than 1 per cent in the first and second quarters but reached about 6 per cent in the third and fourth quarters.

Canadians returning from trips to the United States by automobile numbered 22.4 million in 1962, a decrease of 985,000 or about 4 per cent when compared with 1961. Nevertheless, motorists comprised about 80 per cent of the persons returning from trips to the United States in 1962, a slightly higher proportion than in the previous year. Comparisons with 1961 data show fewer persons returned by automobile in each quarter of the year, with the greatest percentage decrease appearing in the third quarter.

STATEMENT 15. Number of Canadian Travellers Returning from the United States,¹
Compiled Quarterly, 1962

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
24 hours or less.....	3,396	4,883	6,381	3,928	18,588
Over 24 hours.....	440	865	1,833	628	3,766
Totals, automobile	3,836	5,748	8,214	4,556	22,354
Non-automobile:					
Plane.....	134	134	111	106	485
Bus	74	125	155	77	431
Rail	56	64	76	55	251
Boat.....	3	22	82	8	115
Other	656	1,421	1,266	966	4,309
Totals, non-automobile	923	1,766	1,690	1,212	5,591
Grand totals	4,759	7,514	9,904	5,768	27,945

¹ Exclusive of Hawaii.

The expenditures of Canadians returning from trips to the United States by automobile make up the largest portion of the payments. Disbursements by this group of travellers amounted to \$203.1 million in 1962 as compared with \$237.6 million in 1961, a decrease of \$34.5 million or 14.5 per cent. A quarterly breakdown shows that more than half of the decrease occurred in the third quarter although percentagewise the decline was more pronounced in the fourth quarter. The first quarter was the only period to show an increase over 1961. This, however, was before the devaluation of the Canadian dollar in terms of U.S. currency.

The aggregate of Canadians returning by transportation other than automobile amounted to 5,591,000 in 1962 and when compared with the 1961 figure of 5,950,000 shows a decrease of 359,000 or 6 per cent. This decrease can be attributed mainly to the local traffic between border communities which is included in the data pertaining to non-automobile transportation.

Persons returning by plane numbered some 485,000, an increase of 27,000 or 6 per cent over 1961. The increase in volume was heaviest in the first quarter, amounting to 18,000, while the second

and third quarter gains were 13,000 and 6,000, respectively. There was a decrease of 6,000 in the fourth quarter. Expenditures of Canadians travelling in the United States by plane amounted to \$114.8 million, representing an increase of \$6.2 million over 1961. On a percentage basis, this increase was similar to the ratio in volume, a rise of about 6 per cent. The expenditure increases of \$3.8 million in the first quarter and \$7.4 million in the second were sufficient to counter the decreases of \$2.1 million in the third quarter and \$2.9 million in the final quarter of the year, and leave a net increase in the aggregate.

Re-entries by bus totalled 431,000, practically unchanged from the 1961 figure. The increase recorded in the first and third quarters was nullified by decreases in the second and fourth quarters. Expenditures, on the other hand, declined to \$42.4 million from \$46.3 million in the previous year. A decrease appeared in each quarter of the year although it was more pronounced in the third and fourth quarters.

Re-entries by rail amounted to 251,000 in 1962 compared to 267,000 the previous year, a decrease of some 16,000 or 6 per cent. About half of the decrease appeared in the first quarter when the decline amounted to some 12 per cent. There was little change in the number of re-entries by rail in the second quarter. The proportion of Canadians who returned by rail in 1962 remained at 0.9 per cent, the ratio in 1961. Expenditures in the United States of persons returning by rail declined about 6 per cent, comparable with the volume of traffic. Expenditures were also lower in all quarters of 1962, with the exception of the second quarter when a small increase was recorded.

More Canadians returned from the United States by boat in 1962 as the total of 115,000 marked an increase of 5,000 or between 4 and 5 per cent over 1961. Residents of Canada making the return trip from the United States by boat in 1962 spent \$4.0 million as compared with \$3.9 million in 1961. Expenditures were higher in the first and second quarters but slightly lower in the third and fourth quarters.

**STATEMENT 16. Expenditures of Canadian Travellers Returning from the United States,¹
Compiled Quarterly, 1962²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
24 hours or less	6.5	8.9	11.4	6.7	33.5
Over 24 hours	33.0	51.6	62.8	22.2	159.6
Totals, automobile	39.5	60.5	74.2	28.9	203.1
Non-automobile:					
Plane	35.0	38.9	20.6	20.3	114.8
Bus	8.5	14.1	13.0	6.8	42.4
Rail	8.0	13.1	8.8	6.7	36.6
Boat	0.4	1.4	1.9	0.3	4.0
Other	2.2	4.3	4.1	2.6	13.2
Totals, non-automobile	54.1	71.8	48.4	36.7	211.0
Grand totals	93.6	132.3	122.6	65.6	414.1

¹ Exclusive of Hawaii.

² Subject to revision.

Canadians returning from the United States as pedestrians or by local bus, etc. are grouped together under the heading "Other Travellers". In 1962 these persons numbered 4,309,000, a decrease of 375,000 or 8 per cent when compared with 1961 data. Most of the decrease in volume occurred in the

third quarter although re-entries were also lower in the fourth quarter. Expenditures by "Other Travellers" amounted to \$13.2 million, a decline of \$6.2 million from 1961. Half of this decline appeared in the third quarter but the trend toward lower expenditures appeared in all quarters of the year.

Canadian Travel in the United States by Destination

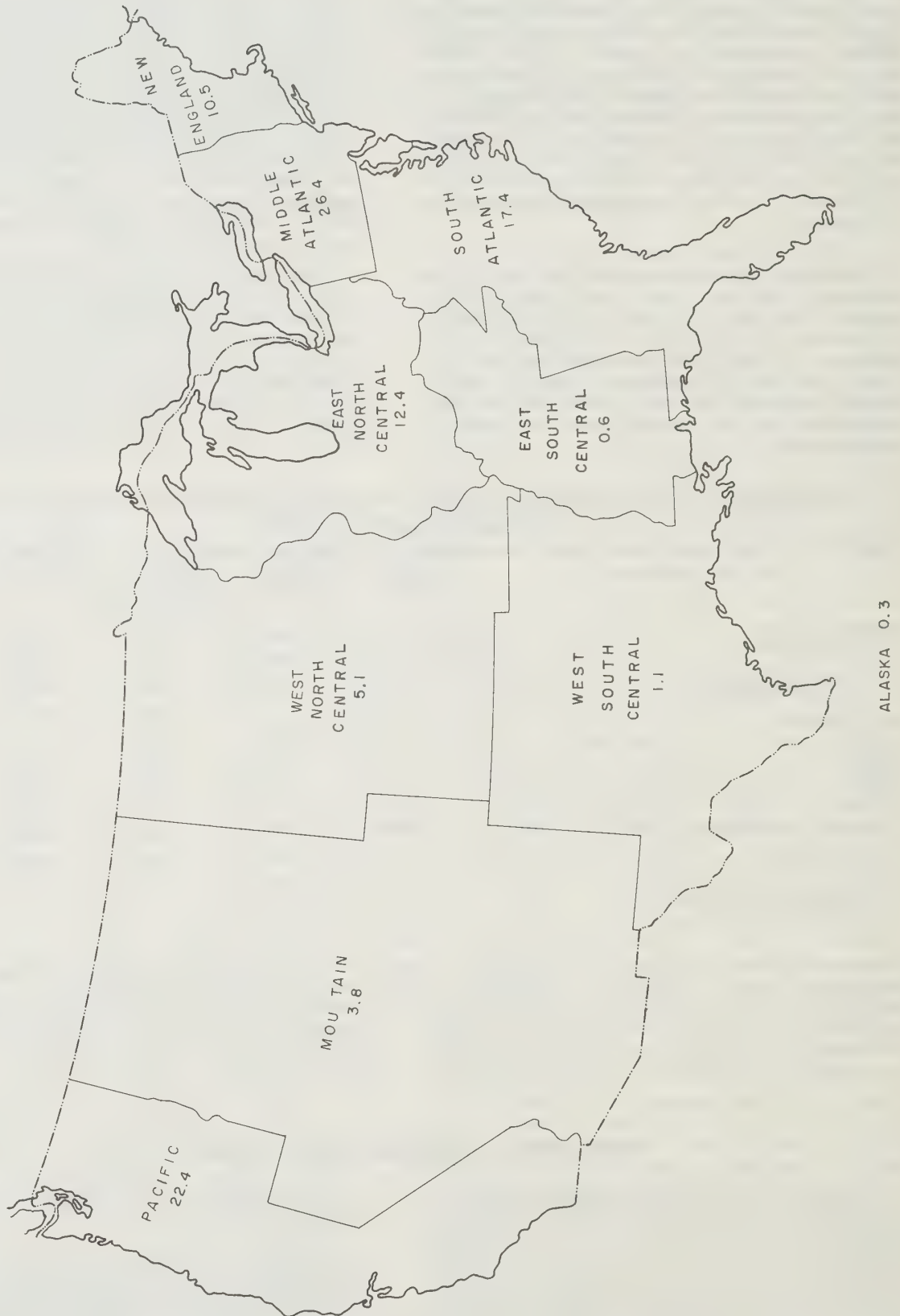
Data on the destination of Canadian travellers in the United States were collected monthly, by means of a mail questionnaire sent to a sample group selected from persons who had returned from visits to that country. The information compiled refers only to visits in the long-term category. Therefore, the results should not be used to generalize on Canadian travel to the United States as a

large proportion of the total volume comprises visits lasting 24 hours or less.

Information on destination was compiled showing the general area visited in the United States and is presented in Map 2. When more than one destination was reported by a respondent, the one farthest from the International Boundary was used, therefore,

MAP-2

DESTINATION OF CANADIANS IN THE UNITED STATES,
VISITS OF MORE THAN 48 HOURS, QUESTIONNAIRE SURVEY 1962
(PERCENTAGE)



and particularly with bus and rail traffic, data for areas close to the border should be considered as minimal because Canadians pass through these regions on their way to areas farther south.

Data available on destination indicate that 26.4 per cent of the long-term travellers visited the Middle Atlantic States of New York, New Jersey and Pennsylvania, compared with 30.6 per cent in 1961. The state of New York accounts for the majority of the destinations within this area. The Pacific Coast area comprising the states of California, Oregon and Washington was second in order of importance, accounting for 22.4 per cent of the destinations reported as compared with 19.3 per cent in the previous year. The South Atlantic area which includes the state of Florida also improved its position percentage-wise, accounting for 17.4 per cent of Canadian destinations compared with 15.3 per cent in 1961. The East-North Central States remained in fourth place, by order of importance, but their share of the total was reduced from 14.2 per cent in 1961 to 12.4 per cent in 1962. Slightly lower percentages of Canadian travellers were destined to the New England States (10.5 per cent) and the West-North Central area (5.1 per cent) whereas higher proportions visited the Mountain States (3.8 per cent) and

the West-South Central area (1.1 per cent). The East-South Central area maintained the same proportion of the total as the previous year (0.6 per cent).

A quarterly analysis of destination reveals extensive travel to southern states by Canadians during the winter months. During this period the South Atlantic States accounted for between 28 and 29 per cent of the destinations, about 5 per cent more than the Middle Atlantic States. Travel to this area is predominately to the state of Florida which accounted for 27 per cent of the total in the first quarter and 21 per cent in the second quarter of the year. This proportion is reduced to 5 and 8 per cent, respectively, in the third and fourth quarters. Travel to the Pacific States, especially the state of Washington, was influenced by the World's Fair in Seattle, Washington during 1962. In the first quarter some 6 per cent of the respondents reported Washington as the state of destination but this proportion advanced to 12 per cent in the second quarter, 16 per cent in the third quarter, and 11 per cent in the fourth quarter. Travel to California is of maximum importance in the winter months, accounting for 12 per cent in the first quarter, 8.5 per cent in the second quarter, and 8 per cent in the third and fourth quarters. On a quarterly basis, destinations in other areas were more uniform throughout the year.

STATEMENT 17. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus and Rail, by Geographic Regions, Compiled Quarterly, 1962

Geographic region of destination ²	First quarter	Second quarter	Third quarter	Fourth quarter	Year
North-Eastern States	81,000	111,000	153,000	106,000	451,000
Great Lakes States	26,000	27,000	38,000	32,000	123,000
North-Western States	6,000	10,000	10,000	8,000	34,000
West Coast States	55,000	70,000	91,000	51,000	267,000
Other remaining states	96,000	105,000	50,000	41,000	292,000
Totals, United States	264,000	323,000	342,000	238,000	1,167,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

STATEMENT 18. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus and Rail, by Geographic Regions, 1959-62

Geographic region of destination ²	1959	1960	1961	1962
North-Eastern States	549,000	498,000	454,000	451,000
Great Lakes States	124,000	127,000	129,000	123,000
North-Western States	31,000	28,000	40,000	34,000
West Coast States	269,000	282,000	250,000	267,000
Other remaining states	267,000	295,000	282,000	292,000
Totals, United States	1,240,000	1,230,000	1,155,000	1,167,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

The destination of Canadian travellers returning from the United States by plane, bus and rail is presented in Statement 17 on a quarterly basis for 1962, while Statement 18 shows annual data for the years 1959-1962 inclusive. Data on the number of travellers visiting each area are estimated on the basis of the response from questionnaires mailed to a sample group of Canadians who returned from trips to the United States by the types of transportation

specified. The trend of 1961, indicating a gradual decline in the proportion of visits to the North-Eastern States and a gradual increase in the proportion visiting other remaining states, continued in 1962. At the same time, in comparison with 1961, a slightly lower percentage visited the Great Lakes and North-Western States and a slightly higher proportion visited the West Coast States.

STATEMENT 19. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1962

Mode of travel	Number of persons	Per cent of grand total	Expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (24 hours or less)				
Automobile	18,588,000	66.52	33,480,000	8.08
Plane	17,200	0.06	1,198,000	0.29
Bus	32,600	0.11	480,000	0.12
Rail	7,400	0.03	373,000	0.09
Boat	16,600	0.06	72,000	0.02
Bus in transit	21,500	0.08	—	—
Rail in transit	14,700	0.05	—	—
Other travellers (pedestrians, local bus, etc.)	4,309,000	15.42	13,185,000	3.18
Totals, non-automobile	4,419,000	15.81	15,308,000	3.70
Totals (short-term)	23,007,000	82.33	48,788,000	11.78
Long-term traffic (over 24 hours)				
Automobile:				
Over 24 hours and under 48 hours	857,600	3.07	9,996,000	2.41
48 hours and over	2,908,300	10.41	159,619,000	38.55
Totals, automobile	3,765,900	13.48	169,615,000	40.96
Plane	467,900	1.67	113,604,000	27.43
Bus	376,800	1.35	41,894,000	10.12
Rail	228,900	0.82	36,258,000	8.76
Boat	98,100	0.35	3,954,000	0.95
Totals, non-automobile	1,171,700	4.19	195,710,000	47.26
Totals (long-term)	4,937,600	17.67	365,325,000	88.22
Grand totals	27,944,600	100.00	414,113,000	100.00

¹ Subject to revision — excludes Hawaii.

Canadian Travel in the United States by Length of Stay

Travellers departing to the United States and returning to Canada on the same day are classified as short-term traffic while all other visits are treated as long-term. In 1962 short-term re-entries from the United States numbered 23,007,000 and represented 82.33 per cent of the total travel movement, a slight increase from the 1961 percentage of 81.32 per cent which also showed an increase over the previous year. On the other hand, expenditures of the short-term class, when taken as a proportion of the total, declined from 12.22 per cent in 1961 to 11.78 per cent in 1962.

Canadian travellers spending one or more nights in the United States during 1962 numbered 4,937,600

or 17.67 per cent of the total whereas in 1961 this category accounted for 18.68 per cent of the aggregate. Expenditures of the long-term group amounted to \$365,325,000 or 88.22 per cent of the total spent by Canadians visiting the U.S. Although the expenditures of the long-term travellers declined nearly \$34 million from the previous year, they represented a higher percentage of the total than in 1961.

A more detailed breakdown of travel by Canadians in the United States shows 18,588,000 motorists returned to Canada on the date of exit, and their expenditures are estimated at \$33,480,000 or approximately \$1.80 per person per trip. Comparable data

for 1961 show 19,036,900 persons with expenditures of \$34,562,000; which represents little change in the average expenditure per person per trip. The decrease in the number of crossings by short-term motorists in 1962 amounted to 448,900 persons, while the decrease in expenditures was approximately \$1 million.

Short-term travellers returning to Canada by conveyances other than automobile numbered 4,419,000 in 1962, a decrease of 362,100 or nearly 8 per cent below the 1961 volume. Their expenditures estimated at \$15,308,000 are \$5,717,000 less than the estimate for 1961. The volume of short-term non-automobile traffic amounted to 15.81 per cent of the total in 1961 and 3.70 per cent of the expenditures, compared with 16.32 per cent and 4.62 per cent, respectively, in 1961.

Canadians returning after one or more nights in the United States numbered 4,937,600 in 1962 and comprised 17.67 per cent of the total. Comparable figures for 1961 show 5,470,500 representing 18.68 per cent of the total. This indicates there was a decrease of 532,900 trips which can be attributed

solely to the automobile traffic as re-entries by non-automobile transportation were slightly higher in 1962. In the long-term classification, the decrease in persons returning by automobile amounted to 535,900 while their expenditures in the United States are estimated at \$169,615,000, a decline of \$33,426,000 when compared with 1961. Percentage-wise, expenditures by long-term automobile travellers amounted to 40.96 per cent of all expenditures by Canadians in the United States, compared with 44.65 per cent in the previous year. Further information on long-term automobile traffic is presented in Tables 13, 14 and 15 showing detail by length of stay and province of re-entry into Canada.

Persons returning by non-automobile types of transportation after one or more nights in the United States numbered 1,171,700 in 1962, an insignificant increase of some 3,000 over 1961. Their expenditures, on the other hand, amounting to \$195,710,000 were \$391,000 below the 1961 total. The average expenditure per trip amounted to \$167.03 in 1962, a slight decline from the previous year. Data on Canadians returning by plane, long-distance bus and train are presented in detail by length of stay in Tables 16, 17 and 18.

STATEMENT 20. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1962

Estimated days stay in the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail ¹
1.....	18,588,029	17,239	32,601	7,381
2.....	857,611	41,908	44,461	18,278
3- 7.....	2,301,306	191,183	178,125	110,673
8-14.....	361,204	114,500	79,442	47,928
15-21.....	124,053	60,201	32,605	20,985
22 and over.....	121,692	60,047	42,209	31,025
Totals.....	22,353,895	485,078	409,443	236,270

¹ Excluding in transit.

STATEMENT 21. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1962

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail ¹
1.....	83.2	3.6	8.0	3.1
2.....	3.8	8.6	10.8	7.7
3- 7.....	10.3	39.4	43.5	46.9
8-14.....	1.6	23.6	19.4	20.3
15-21.....	0.6	12.4	8.0	8.9
22 and over.....	0.5	12.4	10.3	13.1
Totals.....	100.0	100.0	100.0	100.0

¹ Excluding in transit.

**STATEMENT 22. Purpose of Trip¹ Reported by Canadians Returning from the United States,
Compiled Quarterly, Questionnaire Survey, 1962**

Period of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter	10.6	0.3	2.8	44.7	38.3	2.5	0.8
Second quarter	11.8	0.5	4.9	49.0	27.0	5.3	1.5
Third quarter	7.7	0.7	1.0	57.2	30.2	0.9	2.3
Fourth quarter	18.5	0.5	1.8	40.1	35.0	1.9	2.2
Year	11.4	0.5	2.4	49.3	32.1	2.5	1.8

¹ Questionnaires reporting one purpose only.

**STATEMENT 23. Purpose of Trip¹ Reported by Canadians Returning from the United States,
by Province of Re-entry, Questionnaire Survey, 1962**

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces	8.2	1.4	3.2	36.0	42.4	4.6	4.2
Quebec	12.9	0.5	1.1	55.9	26.3	2.5	0.8
Ontario	13.0	0.5	1.9	44.5	36.3	2.2	1.6
Manitoba	11.4	1.3	5.2	40.2	32.5	3.1	6.3
Saskatchewan	4.3	0.5	9.8	52.1	26.0	4.8	2.5
Alberta	25.3	0.9	1.3	33.0	34.1	4.0	1.4
British Columbia and Yukon Territory	5.7	0.3	3.9	57.9	28.2	2.1	1.9
Canada	11.4	0.5	2.4	49.3	32.1	2.5	1.8

¹ Questionnaires reporting one purpose only.

**STATEMENT 24. Purpose of Trip¹ Reported by Canadians Returning from the United States,
by Types of Transportation, Questionnaire Survey, 1962**

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Plane	26.6	0.8	0.4	39.8	28.4	3.2	0.8
Bus	3.5	0.4	4.8	39.5	48.6	2.6	0.6
Rail	9.6	0.9	2.0	32.9	50.9	3.0	0.7
Boat	1.1	0.2	2.3	75.7	19.5	0.6	0.6
Totals, non-automobile	20.8	0.7	1.1	39.3	34.2	3.1	0.8
Automobile	5.2	0.4	3.3	55.9	30.7	2.1	2.4
Grand totals	11.4	0.5	2.4	49.3	32.1	2.5	1.8

¹ Aggregate of questionnaires reporting one purpose only.

Included in the expenditures of Canadian travellers classified under long-term visits is the value of merchandise declared under the customs exemption privilege to persons remaining 48 hours and over in the United States. As already stated elsewhere in this report, the customs exemption on the value of Canadian purchases of merchandise in the United States was reduced from \$100 to \$25 every four months, effective June 25th, 1962. The effect of this regulation was quite noticeable during the last six months of 1962. During the period of January-June 1962, the value of merchandise declared by Canadians returning from trips to the United States amounted to \$21,434,021 as compared to \$24,021,678 during the same period of 1961, a decrease of \$2,587,657 or about 11 per cent. During the last half of 1962, the value of merchandise declared by residents of Canada returning from trips to the United States totalled \$12,926,944, compared

to \$35,647,920 in the same period of 1961, a decrease of \$22,720,976 or about 64 per cent. It may be noted that the average value per declaration amounted to \$20.50 during the last half of 1962, compared to \$54.77 in the first half of the year. Comparable data for 1961 show \$56.77 for January-June of that year and \$51.34 during the July-December period. The number of declarations by Canadians returning from the United States declined from 423,110 during January-June 1961 to 391,346 in the same period of 1962, a decrease of 31,764 or between 7 and 8 per cent. In the period of July-December 1962, declarations numbered 630,465 as compared to 694,385 in the same period of 1961, a decrease of 63,920 or 9 per cent. This would indicate that the main effect of the change in regulations appeared in the value of merchandise declared while the influence on the number of declarations was less evident.

Canadian Travel in the United States by Purpose of Trip

Data compiled on purpose of trip from the mail questionnaire survey are summarized in Statements 22, 23 and 24. The main significance in the purpose of trip reported by Canadians making trips to the United States during 1962 was the lower percentage specifying shopping. Although this situation was to be expected during the latter half of the year, it was also evident during the first and second quarters. The percentage of persons reporting shopping declined from 5.9 per cent of the total in 1961 to 2.4 per cent of the total in 1962. The number of persons indicating the trip was for formal study also declined in 1962 whereas the percentage reporting visits to friends and relatives remained unchanged at 32.1 per cent. On the other hand, a higher percentage of the respondents reported business trips during 1962 while health and recreation were also specified more frequently.

On a quarterly basis, health appeared more often in the first and second quarters, presumably persons spending the winter months in the Southern

States. Recreation reached a peak in the third quarter when, on the other hand, health and business trips were at their lowest level for the year.

On a provincial basis, residents of Alberta report the highest percentage of business trips, followed by Ontario and Quebec, respectively. Trips for recreation reached a maximum with respondents from British Columbia, followed by Quebec and Saskatchewan, whereas visits to friends and relatives were reported most frequently by residents of the Atlantic Provinces, followed by Ontario and Alberta, in that order.

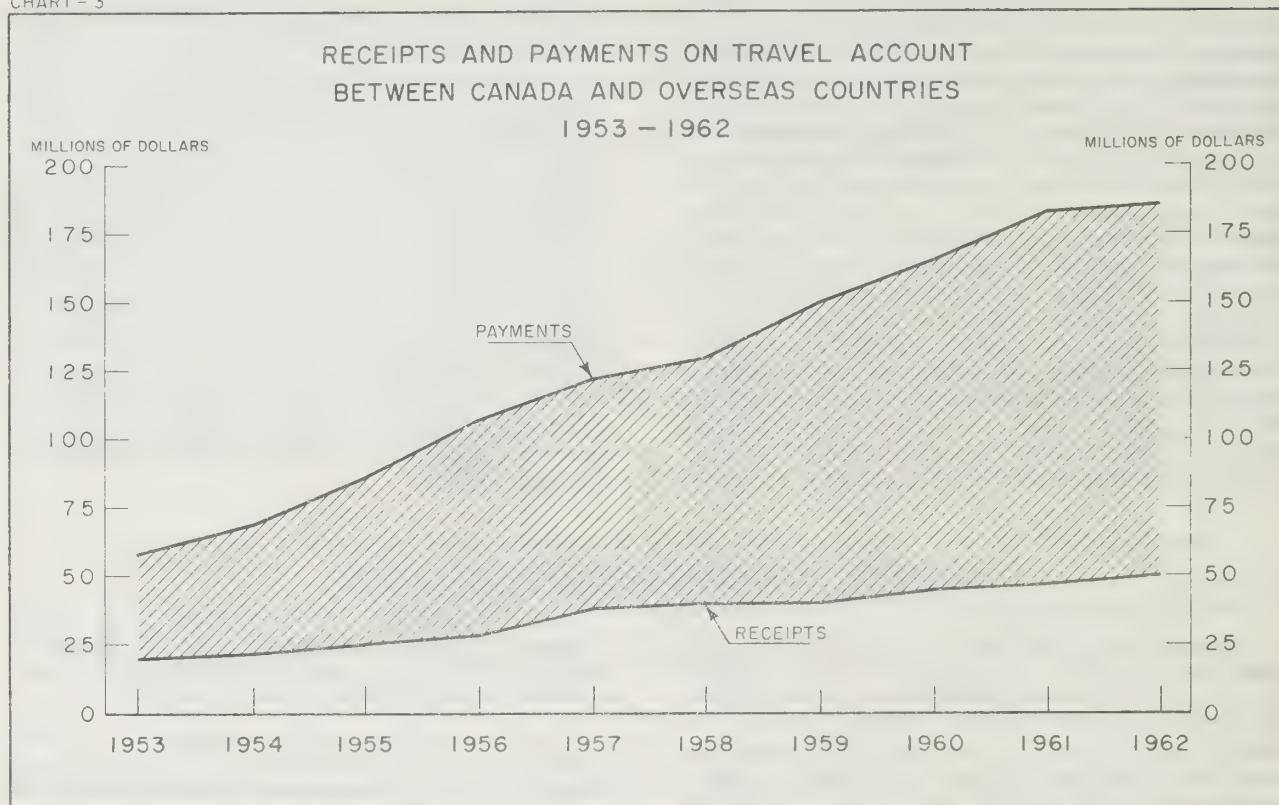
The purpose of trip by type of transportation is presented in Statement 24, which shows that business appears more frequently with persons returning by plane and train than in other types of transportation. Boat trips were predominately for recreation in 1962, although some 20 per cent were made to visit friends and relatives. Most automobile trips were made for recreation but also frequently used for visiting friends and relatives.

Travel Between Canada and Overseas Countries

Detailed statistics on the number of non-immigrants entering Canada from countries other than the United States are not available for the years 1961 and 1962. Prior to January 1, 1961, the transportation companies were required to complete a form for the Department of Citizenship and Immigration which provided basic information on the number of arrivals by country of residence and other details on this travel movement. A request from the transportation companies to be relieved of this procedure was granted and, as a result, data on the number of arrivals by country of residence are not available for the years 1961 and 1962. A new statistical record of these movements was introduced, however, in 1963.

Receipts from residents of overseas countries travelling in Canada during 1962 are estimated at \$50 million, a gain of \$3 million or 6 per cent over comparable data for 1961. An estimate on the breakdown by area would indicate that about \$22 million or 44 per cent of the total was received from residents of the United Kingdom, an increase of \$1 million or 5 per cent over the previous year. It was also estimated that residents from other "Sterling Area" countries spent \$8 million in Canada, an increase of 14 per cent over 1961. Residents of other "O.E.C.D." countries contributed \$14 million to the receipts from international travel, an increase of nearly 8 per cent over the previous year, while no significant change was noted for other remaining countries.

CHART - 3



**STATEMENT 25. Balance of Payments on Travel Account Between Canada
and Overseas Countries, 1961 and 1962¹**

Net Credits (+) Net Debits (-)

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. countries		All other countries	
	1961	1962	1961	1962	1961	1962	1961	1962	1961	1962
	millions of dollars									
Receipts	47	50	21	22	7	8	13	14	6	6
Payments	183	186	71	71	21	21	72	75	19	19
Net balance	- 136	- 136	- 50	- 49	- 14	- 13	- 59	- 61	- 13	- 13

¹ Subject to revision.

Summary of Canadian Travel Overseas (Direct and Via the United States)

Residents of Canada returning from trips to countries other than the United States in 1962 numbered 311,400 as compared with 277,000 in 1961, an increase of 34,400 or 12.4 per cent. The breakdown comprises 253,400 returning direct and 58,000 returning via the United States. Comparable data for 1961 show 223,100 and 53,900, respectively.

Gross expenditures by Canadians making trips to countries other than the United States are estimated at a total of \$251 million, of which \$121 million was for oceanic transportation costs and

\$130 million for expenditures in overseas countries. Included in the cost of transportation are payments of \$58 million to Canadian carriers which do not involve a transfer of funds to overseas countries and, therefore, are not included in data on balance of payments. Also included in the cost of transportation are payments of \$7 million to United States carriers which are transferred to the travel account between Canada and the United States. The remainder, amounting to \$186 million, represents the debit side of the travel account between Canada and overseas countries shown in statements of the

balance of payments. A breakdown of the debits by areas indicates that the United Kingdom received \$71 million or 38 per cent, other sterling areas \$21 million or 11 per cent, other O.E.C.D. countries \$75 million or 41 per cent, and all other countries \$19 million or 10 per cent.

Estimates on some of the main destinations of Canadians travelling to countries other than the United States indicate about 144,000 trips to the United Kingdom and 131,000 to O.E.C.D. countries. Included in each of these amounts is a duplication

of some 64,500 trips to both areas. Residents visiting other Commonwealth countries are estimated at 55,000 and to other areas not already specified some 26,000. In addition to these trips an estimated 20,000 visited two or more areas. A further breakdown, using the survey as a basis for estimates, on the number of trips to some of the European countries visited more frequently by Canadians returning direct and via the United States indicates 70,000 visits to France, Germany 45,000, Italy 45,000, Switzerland 40,000, and the Netherlands 35,000. This does not include possible visits by civilian or military personnel posted overseas.

Canadian Travel Overseas (Direct)

Volume:

Canadian travellers returning direct from trips to countries other than the United States numbered 253,400 in 1962, which represents an increase of 30,300 persons or between 13 and 14 per cent over 1961. This establishes a new record in the number of trips, although the percentage increase has been declining slightly in the past two years. A quarterly analysis in comparison with 1961 shows that re-entries during the first quarter amounted to 54,954, an increase of 11,415 or 26.2 per cent above the same period of 1961. Persons returning during the second quarter numbered 56,512, a gain of 9,344 or 19.8 per cent when compared with the previous year. Similarly, Canadians returning direct from overseas during the third quarter totalled 97,453, an increase of 11,054 or 12.8 per cent over the third quarter of 1961. There were 44,481 re-entries recorded in the fourth quarter, a decline of 1,531 or 3.3 per cent below the same period of the previous year. This was the only period when the volume of Canadian travel returning from overseas countries was lower than in 1961.

Expenditures:

Gross expenditures for international travel by Canadians returning direct from overseas countries climbed to a new record of \$207 million in 1962, an increase of \$5 million or 2.5 per cent over comparable data for 1961. This total includes transportation paid to Canadian carriers. The breakdown on payments for international travel shows expenditures of \$99 million for overseas transportation and \$108 million for payments in overseas countries. Included in the transportation costs are \$2 million in payments to United States carriers which is transferred to the U.S. account, and \$51 million to Canadian carriers which does not involve a transfer of funds to overseas countries and does not appear in data on balance of payments. Canadian carriers received approximately 51.5 per cent of the total cost of transportation to overseas countries. However, payments to Canadian and U.S. carriers are not included in data presented in Statement 25 or other data showing payments for overseas travel. Payments by Canadians returning direct from overseas countries, exclusive of transportation costs to

Canadian and United States carriers, are estimated at \$154 million in 1962 compared to \$151 million in 1961, an increase of \$3 million or about 2 per cent. Included in this amount is an estimated \$46 million in overseas transportation costs to carriers other than U.S. or Canadian. The increase in expenditures is significantly less than the gain in the volume of traffic as more residents used Canadian transportation lines to overseas countries in 1962 and, moreover, visits were of shorter duration in some areas.

A quarterly analysis shows little change in payments (exclusive of transportation costs to U.S. and Canadian carriers) during the first and second quarters of the year. Payments during the third quarter amounted to \$67 million, an increase of \$8 million or between 13 and 14 per cent over the third quarter of 1961 whereas payments during the fourth quarter declined about \$4 million or between 12 and 13 per cent when compared with the same period of the preceding year.

A breakdown of the estimated expenditures by Canadians within overseas countries (excluding all transoceanic transportation costs) shows that disbursements within the United Kingdom amounted to \$38.6 million in 1962; other European countries received \$46.6 million; other sterling areas \$14.2 million; and all other countries, exclusive of the United States, about \$8.7 million. Most of the increase over 1961 can be traced to payments made within other European countries and other sterling areas.

Type of Transportation:

Statements 26 and 27 show the number of Canadians returning direct from overseas countries by principal ports of re-entry into Canada. Data show that at least 81 per cent or more of the traffic re-entered at the principal airports by either Canadian or foreign airlines. These data substantiate material collected in the survey of 1962, which indicated that between 82 and 83 per cent of the cost of transportation represented payments to the air lines. The comparable figure in 1961, as shown in Statement 26, revealed between 78 and 79 per cent of the total re-entrants via the same ports.

**STATEMENT 26. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1958 - 62**

Port of re-entry	1958	1959	1960	1961	1962
Gander, Nfld.	2,665	3,578	4,471	6,885	6,962
Greenwood, N.S.	—	—	1,298	1,791	1,752
Halifax Airport, N.S.	1	1	1,588 ²	5,355	5,817
Sydney Airport, N.S.	—	—	656	795	906
Montreal Airport, Que.	49,383	64,938	77,965	96,859	104,184
Toronto Airport, Ont.	21,067	23,765	36,673	44,021	57,472
Winnipeg, Man.	—	—	483	3,997	4,357
Edmonton, Alta.	—	1,462	2,705	2,575	4,107
Vancouver Airport, B.C.	9,897	12,905	17,040	16,630	19,806
Totals	83,012	106,648	142,879	178,908	205,363
St. John's, Nfld.	573	537	430	300	16
Halifax, N.S. (Vessel)	4,138 ³	4,055 ³	4,502 ³	2,789	2,550
Saint John, N.B.	1,281	940	399	510	2,283
Quebec ⁴ , Que.	38,453	39,704	34,601	30,524	27,713
Vancouver, B.C. (Vessel)	1,258	1,493	1,512	2,526	2,718
Totals	45,703	46,729	41,444	36,649	35,280
Other ports (Aeroplane and vessel)	3,404	3,428	4,243	7,561	12,757
Grand totals, all ports	132,119	156,805	188,566	223,118	253,400

¹ Included under Halifax (vessel).

² August-December inclusive.

³ Includes re-entries by aeroplane prior to August, 1960.

⁴ Many returning residents cleared at Quebec disembark at Montreal.

**STATEMENT 27. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, compiled Quarterly, 1962**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	1,808	1,328	2,483	1,343	6,962
Greenwood, N.S.	797	179	163	613	1,752
Halifax Airport, N.S.	1,247	1,241	2,243	1,086	5,817
Sydney Airport, N.S.	—	68	838	—	906
Montreal Airport, Que.	21,484	20,874	42,351	19,475	104,184
Toronto Airport, Ont.	15,169	13,262	21,519	7,522	57,472
Winnipeg, Man.	554	1,256	1,467	1,080	4,357
Edmonton, Alta.	880	649	1,944	634	4,107
Vancouver Airport, B.C.	7,236	4,009	5,595	2,966	19,806
Totals	49,175	42,866	78,603	34,719	205,363
St. John's, Nfld.	—	8	8	—	16
Halifax, N.S. (Vessel)	1,385	389	332	444	2,550
Saint John, N.B.	1,277	—	—	1,006	2,283
Quebec ¹ , Que.	—	8,100	14,260	5,353	27,713
Vancouver, B.C. (Vessel)	1,157	528	395	638	2,718
Totals	3,819	9,025	14,995	7,441	35,280
Other ports (Aeroplane and vessel)	1,960	4,621	3,855	2,321	12,757
Grand totals, all ports	54,954	56,512	97,453	44,481	253,400

¹ Many returning residents cleared at Quebec disembark at Montreal.

Destination:

Destinations reported by respondents, in our survey of Canadian travellers returning direct from trips to overseas countries, are presented in Statement 28 by area and type of transportation for each quarter of the year. Many respondents, particularly those returning from trips to Europe, reported visiting more than one country, therefore, data are compiled on an area basis rather than by individual countries. Data presented in Statement 28 indicates that 30.2 per cent of Canadians returning direct from overseas countries had visited the United Kingdom only, while 23.1 per cent had visited the United Kingdom along with one or more countries in Continental Europe. Comparable data for 1961 indicates 31.2 per cent visiting the United Kingdom only, and 26.3 per cent visiting the United Kingdom and other European countries. On the basis of this information, it is estimated that some 135,000 Canadians visited the United Kingdom in 1962 and returned direct to Canada. This includes an estimated 58,500 who visited both the United Kingdom and one or more other European countries. Although the percentage tables indicate a smaller proportion of the total visiting the United Kingdom, the number of visits may have exceeded the previous year by about 7,000.

The number of re-entries direct by air at the principal airports in 1962 totalled 205,363, an increase of 26,455 or nearly 15 per cent over the previous year. On the other hand, the number of Canadians returning direct from overseas at the principal seaports in 1962 was down 1,369 or nearly 4 per cent, as shown in Statement 26. Other ports (both aeroplane and vessel) not specified in the statement accounted for 5 per cent of the direct re-entries in 1962, compared with slightly over 3 per cent in 1961.

All the principal airports recorded gains in the number of direct re-entries with the exception of Greenwood, Nova Scotia where a slight decrease was recorded. The most significant advances occurred at Toronto and Montreal International Airports but percentage-wise the greatest increase occurred at Edmonton, Alta. with 60 per cent. This was followed by Toronto, Ontario with a 31 per cent increase and Vancouver, B.C. with 19 per cent. Edmonton and Vancouver had both registered slight decreases in 1961. In 1962 the number of direct re-entries at Toronto advanced 13,451, Montreal 7,325 and Vancouver Airport 3,176. Residents by vessel cleared at Quebec declined 2,811 or 9 per cent which accounted for most of the decrease in re-entries by ship. Although fewer residents re-entered Canada at St. John's, Nfld. and Halifax, N.S., gains were recorded at Saint John, N.B. and Vancouver, B.C.

STATEMENT 28. Destination reported by Canadians Returning Direct from Overseas
Countries, compiled Quarterly by Type of Transportation, 1962

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane:					
United Kingdom only	21.4	24.1	36.4	27.9	28.7
United Kingdom and other European countries	12.2	17.5	26.5	22.9	20.7
Other European countries only	25.1	24.0	24.7	29.4	25.6
Other Commonwealth countries	28.9	23.2	6.6	11.8	16.2
All other countries	7.0	5.6	1.9	4.1	4.2
Combined destinations	5.4	5.6	3.9	3.9	4.6
Grands totals	100.0	100.0	100.0	100.0	100.0
Vessel:					
United Kingdom only	37.0	40.4	41.1	38.5	40.2
United Kingdom and other European countries	31.5	30.4	43.1	43.2	40.4
Other European countries only	11.1	6.3	10.8	14.8	10.9
Other Commonwealth countries	3.7	2.2	0.8	—	1.0
All other countries	—	—	—	—	—
Combined destinations	16.7	20.7	4.2	3.5	7.5
Grand totals	100.0	100.0	100.0	100.0	100.0
Aeroplane and vessel:					
United Kingdom only	22.0	25.6	37.3	29.3	30.2
United Kingdom and other European countries	12.9	18.8	29.6	25.4	23.1
Other European countries only	24.6	22.3	22.2	27.5	23.8
Other Commonwealth countries	27.9	21.2	5.5	10.3	14.3
All other countries	6.7	5.1	1.5	3.6	3.7
Combined destinations	5.9	7.0	3.9	3.9	4.9
Grand totals	100.0	100.0	100.0	100.0	100.0

Visits to Continental Europe only were reported by 23.8 per cent of the respondents returning direct to Canada during 1962. In addition to this proportion, approximately 23.1 per cent specified visits to both the United Kingdom and Continental Europe. Comparable data in 1961 show 21.7 per cent visiting Continental Europe only, and 26.3 per cent visiting both the United Kingdom and the Continent. Using the survey as a basis, the number of Canadians visiting Continental Europe in 1962 are estimated at some 119,000 persons which includes 58,500 who visited both the United Kingdom and the Continent. Furthermore, these persons are estimated at having made 325,000 visits to Continental European countries as many persons include more than one country in their trip. The percentages visiting one or more Continental countries are estimated as follows: one country 38 per cent; two countries 17 per cent; three countries 13 per cent; four countries 8 per cent; and five or more countries 24 per cent. Estimates were made on the basis of completed questionnaires covering some 6,400 persons who visited the United Kingdom and Continental Europe. Survey results by percentage of visits show that the main countries visited in Continental Europe in order are; France, Germany, Italy, Switzerland, and the Netherlands. Furthermore, compilations from the survey indicate that the approximate number of visits to each country by persons returning direct in 1962 can be broadly estimated as follows: France 64,000; Germany 43,000; Italy 41,000; Switzerland 38,000; and the Netherlands 33,000. This does not include persons returning from Europe via the United States or visits by Canadian Armed Forces or civilian personnel posted in Europe.

The response from the 1962 survey covering residents of Canada returning direct from overseas countries indicates that 14.3 per cent had visited Commonwealth countries other than the United Kingdom, a moderate increase percentagewise from the 11.5 per cent of 1961. Applying these percentages to the volume of traffic returning direct gives an estimate of some 36,000 Canadian visits for 1962 and roughly 26,000 in 1961. However, these estimates do not include persons who visited other Commonwealth countries and returned via the United

States. In this group the countries reported most frequently were the West Indies Federation, Bermuda and the Bahamas.

Visits to other countries, which include Mexico, Central and South America, the Far East, etc., accounted for 3.7 per cent of the persons returning direct. Visits to Mexico were reported more frequently than any other country within this group during 1962. The remaining visits, amounting to nearly 5 per cent of the total, included countries in two or more of the general areas already specified and are listed as combined destinations.

On a quarterly basis, visits to the United Kingdom only, a combination of the U.K. and other Europe, and Continental Europe only were more prevalent in the third quarter of the year, whereas visits to other Commonwealth countries were more numerous during the first and second quarters. Destination by port of re-entry followed a pattern reasonably comparable with that of previous years.

Length of Stay:

Data in Statement 29 show that the length of stay varied according to type of transportation and country visited. Canadians visiting the United Kingdom by plane averaged 38.7 days stay, an increase of about two days longer than in 1961. Persons returning by boat, who were covered in the survey, averaged 75.2 days stay in 1962. It is possible that some persons may have included the number of days en route to and from North America, although they were asked to report only the length of stay in each country. This would have more effect on travel by ship on account of the length of time required to make the trip by vessel. In view of the predominance of air travel, the average length of stay for all visits reported was 44.8 days, about one-half day longer than in 1961. Respondents who had visited both the United Kingdom and one or more countries on the Continent averaged 56.6 days, about 4 days less than the average for the previous year. There was little change in the length of stay for respondents travelling by air but persons returning by boat shortened their stay by about 12 days as compared with 1961.

STATEMENT 29. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled by Destination and Type of Transportation, 1961-62

Destination reported	Aeroplane		Vessel		Aeroplane and vessel	
	1961	1962	1961	1962	1961	1962
	number of days					
United Kingdom only	36.8	38.7	86.9	75.2	44.3	44.8
United Kingdom and other European countries	46.5	46.3	105.9	93.8	60.7	56.6
Other European countries only	41.1	42.0	112.7	95.4	49.9	45.0
Other Commonwealth countries	20.7	15.4	77.4	198.4 ²	23.0	17.1
All other countries ¹	21.4	30.3	21.6	—	21.4	30.3

¹ Excluding travel to more than one area per trip.

² Mainly trips to Australia and New Zealand.

Data on residents returning from Continental Europe show the average length of stay was 45 days, about 5 days shorter than in 1961. On the average, persons returning by plane had stayed a day longer but persons returning by boat had reduced their length of stay some 17 days. Travel to other Commonwealth countries in 1962 averaged 17 days as compared with 23 days in 1961.

Considerable variation in the length of stay according to time of year is shown in Statement 30. Visits to the United Kingdom were of greatest duration during the second quarter, followed by the third, fourth and first, in that order by length of stay. Canadians returning by plane reported the longest stays in the third quarter, and the shortest in the first. Respondents returning to Canada direct in the second quarter, after visiting both the United Kingdom and Continental Europe, averaged 64 days, followed by 60 days reported by persons returning in the third quarter, 54 days in the first, and 45 days in the fourth quarter. Residents of Canada returning from visits to Continental Europe averaged 53 days in the third quarter, 43 days in the fourth quarter, 41 days in the second, 38 days in the fourth or, on the whole, an average of 45 days. The average visit to

other Commonwealth countries was of shorter duration than visits to the European or other areas. This is understandable, as the average for other Commonwealth countries is weighted by visits to Bermuda and the Caribbean area which are usually of 2 or 3 weeks duration. At the same time, more Canadians visit that area than the more distant countries of the Commonwealth such as; Australia, New Zealand, India, etc. where the outlay for transportation increases the cost of the trip substantially. Visits to countries not already specified averaged about one month in 1962 and varied from an average of about 3 weeks in the first quarter to about two months in the third quarter.

Purpose of Trip:

Data on the purpose of trip reported by Canadians returning direct from overseas countries are presented quarterly by type of transportation in Statement 31 and by destination and type of transportation in Statement 32. On a percentage basis, there was little change in the purpose of trip reported in 1962, although some minor variations on a quarterly basis were evident. Perhaps the most significant change is the decline in business travel from 9.4 per cent of the total in 1961 to 7.8 per cent in 1962.

STATEMENT 30. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Destination and Type of Transportation, 1962

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane:					
United Kingdom only	29.7	37.6	42.8	37.7	38.7
United Kingdom and other European countries	41.6	46.0	50.6	40.2	46.3
Other European countries only	36.4	37.9	47.9	41.7	42.0
Other Commonwealth countries	15.3	14.5	17.2	16.2	15.4
All other countries ¹	20.4	32.1	63.7	37.9	30.3
Vessel:					
United Kingdom only	101.3	131.0	61.8	62.3	75.2
United Kingdom and other European countries	175.5	162.3	84.8	63.0	93.8
Other European countries only	107.3	148.1	103.6	58.3	95.4
Other Commonwealth countries ²	251.5	180.8	185.1	—	198.4
All other countries ¹	—	—	—	—	—
Aeroplane and vessel:					
United Kingdom only	34.3	51.9	46.6	41.8	44.8
United Kingdom and other European countries	54.2	64.2	59.7	45.1	56.6
Other European countries only	37.6	40.9	52.9	42.8	45.0
Other Commonwealth countries	16.5	16.2	21.7	16.2	17.1
All other countries ¹	20.4	32.1	63.7	37.9	30.3

¹ Excluding travel to more than one area per trip.

² Mainly trips to Australia and New Zealand.

**STATEMENT 31. Purpose of Trip reported by Canadians Returning Direct from Overseas
Countries, compiled Quarterly by Type of Transportation, 1962**

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	7.9	0.6	3.1	43.0	45.4
Second quarter	8.2	0.6	2.4	49.2	39.6
Third quarter	6.6	1.7	1.2	34.7	55.8
Fourth quarter	11.4	1.2	1.2	40.5	45.7
Year	8.2	1.1	1.9	40.9	47.9
Vessel:					
First quarter	2.7	1.6	5.7	54.7	35.3
Second quarter	4.9	1.8	3.0	39.7	50.6
Third quarter	4.3	2.9	1.8	44.0	47.0
Fourth quarter	6.1	1.4	1.1	44.8	46.6
Year	4.6	2.3	2.2	44.5	46.4
Aeroplane and vessel:					
First quarter	7.6	0.7	3.3	43.5	44.9
Second quarter	7.9	0.7	2.5	48.3	40.6
Third quarter	6.2	1.9	1.3	36.4	54.2
Fourth quarter	10.8	1.2	1.2	41.0	45.8
Year	7.8	1.3	1.9	41.3	47.7

**STATEMENT 32. Purpose of Trip reported by Canadians Returning Direct from Overseas
Countries, compiled by Destination, 1962**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
United Kingdom only	4.7	0.7	0.6	17.5	76.5
United Kingdom and other European countries.....	14.0	1.8	0.6	48.3	35.3
Other European countries only	8.5	1.4	2.2	25.1	62.8
Other Commonwealth countries.....	4.4	0.3	4.5	78.7	12.1
All other countries	11.2	1.2	3.2	66.8	17.6
Grand totals.....	8.2	1.1	1.9	40.9	47.9
Vessel:					
United Kingdom only	2.7	0.3	2.8	24.4	69.8
United Kingdom and other European countries.....	5.4	3.0	0.9	62.2	28.5
Other European countries only	7.5	5.9	1.1	29.2	56.3
Other Commonwealth countries.....	30.0	—	—	30.0	40.0
All other countries	4.2	3.5	6.1	68.3	17.9
Grand totals.....	4.6	2.3	2.2	44.5	46.4
Aeroplane and vessel:					
United Kingdom only	4.4	0.7	1.0	18.6	75.3
United Kingdom and other European countries.....	12.2	2.0	0.7	51.3	33.8
Other European countries only	8.4	1.7	2.1	25.4	62.4
Other Commonwealth countries.....	4.5	0.3	4.5	78.4	12.3
All other countries	10.4	1.5	3.5	67.0	17.6
Grand totals.....	7.8	1.3	1.9	41.3	47.7

The majority of trips to the United Kingdom are for the purpose of visiting friends or relatives. In 1962 some 75.3 per cent of the trips to the United Kingdom were made to visit friends or relatives, compared with 72.2 per cent in 1961. Visits to friends or relatives are also an important reason for trips to Continental Europe, accounting for 62.4 per cent of the total in 1962, compared with 63.8 per cent in 1961. Canadians visiting both areas are more representative of the normal interpretation of tourists, as 51.3 per cent reported recreation as the purpose of trip. It is possible, however, that many trips to both areas may also have involved a visit to friends or relatives in either the United Kingdom or Continental Europe, while a vacation trip to the other area was taken at the same time. Canadian trips to other Commonwealth countries are usually

made for recreation which accounted for 78.4 per cent of the trips to these countries in 1962. Visits to friends or relatives in this area are of much less significance than in other areas, as shown in Statement 32. Recreation is also an important consideration in trips to countries outside the areas already specified. Some 67 per cent of the visits to other countries in 1962 were made for recreation, nearly 18 per cent were made to visit friends or relatives and 10 per cent were on business. Business reached maximum proportions in visits to the United Kingdom and Continental Europe where it represented 12 per cent of the total, but only 4 per cent of the visits to the United Kingdom only and other Commonwealth countries. On the whole, the pattern by country of destination showed little change from the previous year. . .

Canadian Travel Overseas (Via the United States)

Canadians returning via the United States from trips to overseas countries are estimated at 58,000 in 1962, an increase of 4,100 or 7.6 per cent over the year 1961. Payments within other countries by this group of travellers amounted to \$22 million compared with \$21.3 million in the previous year. Transoceanic transportation costs paid by Canadians returning from overseas via the United States totalled nearly \$22 million, or about half the outlay for overseas travel by this group of Canadians. Some \$7 million or about 32 per cent of the transportation costs went to Canadian carriers and an estimated \$5 million or 23 per cent to carriers registered in the United States. Payments to United States carriers are transferred to the U.S. account. The balance, approximately \$10 million or 45 per cent, was paid to carriers registered in countries other than the United States or Canada and is included in the overseas account. The allocation of this \$32 million in payments gives the United Kingdom about \$7 million, Continental Europe \$11 million, other British areas \$6 million, and destinations not already specified about \$8 million.

Destination:

Data compiled from returned questionnaires indicate that the destinations of Canadians returning from trips to overseas countries in 1962 were distributed as follows: United Kingdom 5 per cent; Continental Europe 10 per cent; a combination of the United Kingdom and Continental Europe 10 per cent; Other Commonwealth countries 32 per cent; other countries 30 per cent; and trips to a combination of two or more areas 13 per cent.

On the basis of the response received, the number of Canadians returning via the United States after visits to the United Kingdom only are estimated at about 3,000. In addition to this number some 6,000 visited both the United Kingdom and Continental Europe which gives a total of 9,000 visits to the United Kingdom. Residents returning via the United States from trips to Continental Europe only are estimated at 6,000, plus an equal number who visited

both the United Kingdom and Continental Europe for a total of 12,000. Visits to other Commonwealth countries, mainly the West Indies Federation, the Bahamas and Bermuda, are estimated at 18,500. Trips to countries in other areas are estimated at around 17,000, while some 7,500 trips were made to two or more areas.

On a quarterly basis, travel to the United Kingdom and other European countries via the United States is at a minimum during the first quarter of the year and reaches a maximum in the third quarter. Travel to other Commonwealth countries is heaviest during the first quarter and is weighted by trips to Bermuda and the Caribbean area. A substantial proportion of the visits to countries in other areas via the United States involves trips to Mexico. It is difficult to estimate with accuracy the number of Canadians who visited Mexico, as many of their visits coincide with vacations spent in the U.S.

Length of Stay:

The length of stay in overseas countries was compiled from questionnaires completed by Canadians returning via the United States. Compilations show that the average trip lasted about 42 days in 1962. The time spent en route in the United States averaged 6.1 days and the average at destination amounted to 36 days.

Residents of Canada who had visited the United Kingdom remained an average of 51.7 days plus 2.8 days in the United States. Trips to the United Kingdom and Continental Europe combined lasted 67 days on the average, comprising 63 days at destination and 4 days en route in the United States. The average length of stay in the United States represented an increase of 0.3 days while the average for the main part of the trip was about 1.8 days shorter than in 1961. Questionnaires with destinations in Continental Europe indicated visits of 69.1 days plus 2.3 days en route in the United States.

Travel to other Commonwealth countries averaged about 20 days per trip, comprising 14.5 days at destination and 5.5 days en route in the United States. Trips to Bermuda lasted an average of 11.3 days compared with 12.8 days in 1961. En route travel in the United States lasted 2.7 days on the average and the time spent at destination amounted to 8.6 days. Respondents who had been to the West Indies Federation in 1962 averaged 20.4 days, practically unchanged from the previous year. Visits to this area involved 4.5 days in the United States en route and 15.9 days at destination. Visitors to the Bahamas spent slightly more time in the United States than at destination. Their time was divided into a visit of 7 days in the Bahamas with 8.5 days being spent in the United States. The comparable figure for 1961 was 10.7 days in the United States and 6.5 days in the Bahamas. It appears that many trips to the Bahamas are short excursions taken by Canadians vacationing in the Southern United States. There was a substantial increase in the length of stay reported by Canadians who had visited Australia and New Zealand. Returns in 1962 indicated 100 days overseas and 5.4 days en route through the United States.

Travel to other remaining countries averaged visits lasting nearly 34 days; about 10 days spent

in the United States and 24 days abroad. Visits to Mexico form an important part of this category and were made up of 12.7 days in the United States en route and 19.8 days in Mexico. The average trip to Central America and the non-British West Indies lasted 24.3 days in 1962, almost comparable with 1960. Similar data for 1961 indicated there had been a decrease of 6.6 days from 1960. Average time spent en route amounted to 6.1 days and the average stay at destination advanced to 18.3 days. Travel to South America via the United States is estimated at an average of 41 days; 37.5 days at destination and 3.5 days en route. Visits to the remaining countries in this group averaged about 60 days; 57.7 days at destination and 2.3 days en route through the United States.

Purpose of Trip:

Data on purpose of trip reported by Canadians returning from overseas via the United States was compiled again in 1962. Data on purpose of trip by destination are presented in Statement 33. On the whole, there were increases in the percentages specifying formal study and visiting friends or relatives as the purpose of trip and lower proportions in all other categories.

**STATEMENT 33. Purpose of Trip reported by Canadians Returning from Overseas
Countries via the United States, compiled by Destination, 1962**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only	6.4	1.6	0.6	18.6	72.8
United Kingdom and other European countries	16.2	3.1	1.0	48.3	31.4
Other European countries only	7.8	2.2	3.2	22.8	64.0
Other Commonwealth countries	4.5	0.4	3.7	79.9	11.5
All other countries	10.3	1.4	4.2	66.3	17.8
Grand totals	8.6	1.3	3.4	61.9	24.8

**STATEMENT 34. Purpose of Trip reported by Canadians Returning from Overseas
Countries via the United States, compiled Quarterly, 1962**

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	7.3	0.5	4.0	69.1	19.1
Second quarter	6.8	1.2	5.3	63.1	23.6
Third quarter	8.0	2.1	1.2	56.5	32.2
Fourth quarter	14.0	1.7	2.8	56.1	25.4
Year	8.6	1.3	3.4	61.9	24.8

In 1962 nearly 73 per cent of the respondents who had returned via the United States from trips to the United Kingdom reported visits to friends or relatives, compared with 69 per cent in 1961. On the other hand, there was a decline from 23.3 per cent to 18.6 per cent in the proportion indicating recreation as the purpose of trip. It should be noted, that trips to both the United Kingdom and other European countries show a different pattern than travel to either the United Kingdom or Continental Europe alone. Data covering trips to both areas show a substantially lower percentage of visits to friends or relatives while a higher proportion of travel was for business or recreation. This is much the same situation as was apparent in the previous year. The breakdown by purpose of trip, for persons travelling to the U.K. and one or more other European countries, shows business travel advanced from 12.0 per cent of the total in 1961 to 16.2 per cent in 1962. Visits to friends or relatives advanced from 22.9 per cent of the total in 1961 to 31.4 per cent in 1962, and travel for recreation declined from 62.3 per cent in 1961 to 48.3 per cent in 1962. Similarly, the main change in the trend of travel to Continental Europe only in 1962 was an increase from 56.8 per cent to 64.0 per cent in visits to friends or relatives,

and a decrease from 25.8 per cent to 22.8 per cent in travel for recreation. Travel to other Commonwealth countries was mainly for recreation as the percentage advanced from 77.0 per cent in 1961 to 79.9 per cent in 1962. Visits to friends or relatives advanced from 9.8 per cent of the total in 1961 to 11.5 per cent in 1962, whereas trips for business and health were of lesser importance than in the previous year. The breakdown by purpose of trip to other remaining countries changed very little percentage-wise in 1962.

An analysis of the purpose of trip on a quarterly basis shows that recreation was reported most frequently in each quarter, although it varied from 69 per cent of the total in the first quarter to 56 per cent in the fourth quarter. The average for the year amounted to 61.9 per cent of the total as compared to 66.3 per cent in 1961. Visits to friends or relatives varied from a minimum of 19 per cent of the total in the first quarter to 32 per cent in the third quarter, with the average for the year being 24.8 per cent. Business trips varied from about 7 per cent of the total in the first and second quarters to 14 per cent in the fourth quarter, with the average for the year being 8.6 per cent.

Quarterly Distribution of Receipts and Payments for International Travel

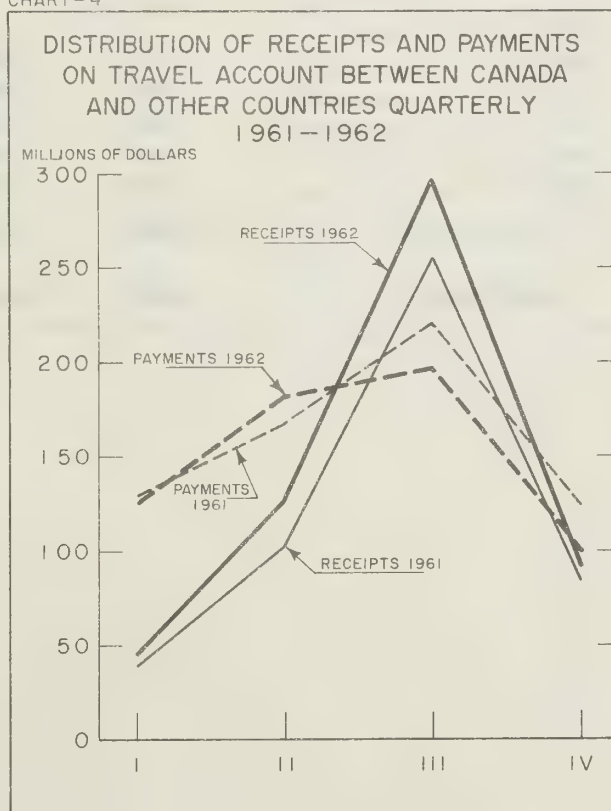
Estimates of the balance of payments on travel account between Canada and other countries compiled quarterly for the ten year period of 1953-1962 inclusive, are presented in Table 2. Generally, the quarterly breakdown displays much the same seasonal pattern each year. Both receipts and payments always reach a maximum in the third quarter. Receipts and payments have usually been at a minimum in the first quarter but for the past two years payments have been at their minimum in the fourth quarter. During the first eight years of the period, both receipts and payments were lowest in the first quarter.

An examination of data on receipts reveals that percentage-wise there was little change in the relative importance of each quarter from the previous year. In 1962, gains of \$7 million over 1961 were recorded in the first and fourth quarters, representing increases of 18 per cent and 8 per cent, respectively. The increases of \$24 million and \$42 million in receipts during the second and third quarters of 1962 represented a gain of 23 per cent and 17 per cent, respectively.

Payments, once again, were more evenly distributed over the four quarters of the year than receipts, ranging from a minimum of between 16 and 17 per cent in the fourth quarter to a maximum of 32.6 per cent in the third quarter of 1962. The most significant change from 1961 in data on payments was a decline of \$25 million or 20 per cent during the fourth quarter. There was a decrease of \$23 million or between 10 and 11 per cent in disbursements during the third quarter of 1962 and \$3 million

or 2 per cent in the first quarter. The second quarter was the only period to record an increase over 1961, which amounted to \$14 million or some 8 per cent.

CHART - 4



Perhaps the most notable feature about Canada's balance of payments on travel account with other countries was the increase of some \$65 million in the credit balance during the third quarter of 1962. Table 2 reveals a credit balance of \$100 million during the third quarter of 1962, compared with \$35 million in 1961 and \$8 million in 1960. It appears that the usual credit balance in the third quarter is gradually increasing after showing a small debit balance in the years of 1958 and 1959. The debit balance of \$8 million in the fourth quarter represents

an important reduction of \$32 million from the 1961 balance and, at the same time, is the lowest for this quarter of any year in the decade shown in Table 2. Reductions in the debit balance also appear for the first and second quarters. The debit balance in the first quarter was reduced from \$90 million in 1961 to \$80 million in 1962 and the second quarter from \$65 million in 1961 to \$55 million in 1962, in both cases, a reduction of \$10 million. Chart 4 illustrates some of the quarterly variations between receipts and payments for the year 1962.

STATEMENT 35. Number and Expenditures of United States Travellers in Canada and Canadian Travellers in the United States, by Means of Travel and Length of Stay, 1962

Mode of travel	United States travellers in Canada	Canadians travelling in the United States	Net United States travellers in Canada	United States expenditures in Canada	Canadian expenditures in the United States	Balance of United States expenditures in Canada
	thousands of persons			thousands of dollars		
Short-term (24 hours or less):						
Automobile	16,043	18,588	- 2,545	29,996	33,480	- 3,484
Aircraft	36	17	+ 19	891	1,198	- 307
Bus	87	54	+ 33	756	480	+ 276
Rail	288	22	+ 266	421	373	+ 48
Boat	219	17	+ 202	1,299	72	+ 1,227
Other (pedestrians, local bus etc.)	4,903	4,309	+ 594	25,271	13,185	+ 12,086
Totals short-term	21,576	23,007	- 1,431	58,634	48,788	+ 9,846
Long-term (over 24 hours):						
Automobile	8,559	3,766	+ 4,793	293,013	169,615	+ 123,398
Aircraft	447	468	- 21	64,614	113,604	- 48,990
Bus	369	377	- 8	40,410	41,894	- 1,484
Rail	228	229	- 1	30,960	36,258	- 5,298
Boat	477	98	+ 379	24,776	3,954	+ 20,822
Totals long-term	10,080	4,938	+ 5,142	453,773	365,325	+ 88,448
Grand totals	31,656	27,945	+ 3,711	512,407	414,113	+ 98,294

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926-62**
(Net credits + Net debits -)

Year	Account with United States			Account with overseas countries			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
millions of dollars									
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462 ²	- 87	45	165	- 120	420	627	- 207
1961 ¹	435	459 ²	- 24	47	183	- 136	482	642	- 160
1962 ¹	512	419 ²	+ 93	50	186	- 136	562	605	- 43

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1953- 62¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1953	26	57	172	47	302
1954	24	59	172	50	305
1955	26	66	182	54	328
1956	26	65	191	55	337
1957	31	76	197	59	363
1958	31	75	188	55	349
1959	32	86	212	61	391
1960	36	91	221	72	420
1961 ¹	39	103	255	85	482
1962 ¹	46	127	297	92	562
Per cent of year:					
1953	8.6	18.9	56.9	15.6	100.0
1954	7.9	19.3	56.4	16.4	100.0
1955	7.9	20.1	55.5	16.5	100.0
1956	7.7	19.3	56.7	16.3	100.0
1957	8.5	20.9	54.3	16.3	100.0
1958	8.9	21.5	53.9	15.7	100.0
1959	8.2	22.0	54.2	15.6	100.0
1960	8.6	21.7	52.6	17.1	100.0
1961 ¹	8.1	21.4	52.9	17.6	100.0
1962 ¹	8.2	22.6	52.8	16.4	100.0
Quarterly payments:					
1953	68	95	124	78	365
1954	65	102	134	88	389
1955	78	119	156	96	449
1956	93	133	169	103	498
1957	100	142	178	105	525
1958	100	140	192	110	542
1959	117	144	215	122	598
1960	119	168	213	127	627
1961 ¹	129	168	220	125	642
1962 ¹	126	182	197	100	605
Per cent of year:					
1953	18.6	26.0	34.0	21.4	100.0
1954	16.7	26.2	34.5	22.6	100.0
1955	17.4	26.5	34.7	21.4	100.0
1956	18.7	26.7	33.9	20.7	100.0
1957	19.1	27.0	33.9	20.0	100.0
1958	18.5	25.8	35.4	20.3	100.0
1959	19.6	24.1	35.9	20.4	100.0
1960	19.0	26.8	34.0	20.2	100.0
1961 ¹	20.1	26.2	34.2	19.5	100.0
1962 ¹	20.8	30.1	32.6	16.5	100.0
Quarterly Balance (Net credits + Net debits -):					
1953	- 42	- 38	+ 48	- 31	- 63
1954	- 41	- 43	+ 38	- 38	- 84
1955	- 52	- 53	+ 26	- 42	- 121
1956	- 67	- 68	+ 22	- 48	- 161
1957	- 69	- 66	+ 19	- 46	- 162
1958	- 69	- 65	- 4	- 55	- 193
1959	- 85	- 58	- 3	- 61	- 207
1960	- 83	- 77	+ 8	- 55	- 207
1961 ¹	- 90	- 65	+ 35	- 40	- 160
1962 ¹	- 80	- 55	+ 100	- 8	- 43

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section I. Traffic within Ontario:				
(a) St. Lawrence River ports	Fort Erie and Niagara Falls	3,510	11,710	15,220
	Lake Erie ports	—	13	13
	St. Clair and Detroit River ports ...	3,272	3,252	6,524
	Sault Ste. Marie	992	1,312	2,304
	Western Ontario ports	22	230	252
	St. Lawrence River ports	34,926	89,525	124,451
	All ports in Canada	47,298	122,788	170,086
(b) Fort Erie and Niagara Falls	St. Lawrence River ports	7,707	21,127	28,834
	Lake Erie ports	70	114	184
	St. Clair and Detroit River ports	72,229	19,877	92,106
	Sault Ste. Marie	1,869	3,163	5,032
	Western Ontario ports	50	758	808
	Fort Erie and Niagara Falls	467,074	272,635	739,709
	All ports in Canada	549,849	339,040	888,889
(c) Lake Erie ports	St. Lawrence River ports	4	26	30
	Fort Erie and Niagara Falls	67	121	188
	St. Clair and Detroit River ports ...	58	100	158
	Sault Ste. Marie	—	10	10
	Western Ontario ports	—	2	2
	Lake Erie ports	28	419	447
	All ports in Canada	157	692	849
(d) St. Clair and Detroit River ports	St. Lawrence River ports	4,189	4,549	8,738
	Fort Erie and Niagara Falls	80,397	28,318	108,715
	Lake Erie ports	101	79	180
	Sault Ste. Marie	492	5,929	6,421
	Western Ontario ports	10	554	564
	St. Clair and Detroit River ports ...	485,793	252,623	738,416
	All ports in Canada	571,663	302,945	874,608
(e) Sault Ste. Marie	St. Lawrence River ports	1,239	1,836	3,075
	Fort Erie and Niagara Falls	2,449	5,444	7,893
	Lake Erie ports	—	3	3
	St. Clair and Detroit River ports ...	562	5,350	5,912
	Western Ontario ports	4,620	11,640	16,260
	Sault Ste. Marie	15,769	38,039	53,808
	All ports in Canada	25,568	68,643	94,211
(f) Western Ontario ports	St. Lawrence River ports	2	299	301
	Fort Erie and Niagara Falls	7	858	865
	Lake Erie ports	—	—	—
	St. Clair and Detroit River ports ...	1	979	980
	Sault Ste. Marie	5,564	12,974	18,538
	Western Ontario ports	17,265	55,309	72,574
	All ports in Canada	23,884	77,758	101,642

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section II. Traffic from Ontario to other provinces:				
St. Lawrence River ports	All ports in Quebec	4,479	14,279	18,758
All ports in Ontario west of Kingston and east of Port Arthur	All ports in Quebec	2,189	29,841	32,030
All ports in Western Ontario.....	All ports in Manitoba	988	3,857	4,845
All ports in Ontario	All ports in Quebec	6,669	44,462	51,131
	All ports in the Atlantic Provinces	343	6,282	6,625
	All ports in Manitoba	1,141	5,235	6,376
	All ports in Saskatchewan.....	44	477	521
	All ports in Alberta	9	1,487	1,496
	All ports in British Columbia	14	3,781	3,795
	All ports in Yukon Territory	—	496	496
	All ports in Ontario	1,210,338	850,177	2,060,515
	All ports in Canada	1,218,419	911,866	2,130,285
Section III. Traffic from the Atlantic Provinces to other provinces:				
All ports in the Atlantic Provinces....	All ports in Quebec	564	4,739	5,303
	All ports in Ontario	495	3,687	4,182
	All ports in the Atlantic Provinces	45,445	85,373	130,818
	All ports in Canada	46,560	93,917	140,477
Section IV. Traffic from Quebec to other provinces:				
All ports in Quebec	All ports in Ontario on the St. Law- rence River	3,308	10,167	13,475
	All ports in Ontario west of Kings- ton and east of Port Arthur	1,780	17,586	19,366
	All ports in Ontario	5,095	27,969	33,064
	All ports in the Atlantic Provinces	657	7,150	7,807
	All ports in Quebec	120,046	169,210	289,256
	All ports in Canada	125,798	204,813	330,611
Section V. Traffic from Manitoba to other provinces:				
All ports in Manitoba	All ports in Ontario	731	4,343	5,074
	All ports in Western Ontario	722	3,645	4,367
	All ports in Saskatchewan.....	154	976	1,130
	All ports in Alberta	55	1,219	1,274
	All ports in British Columbia	20	2,598	2,618
	All ports in Yukon Territory	—	623	623
	All ports in Manitoba	11,219	23,124	34,343
	All ports in Canada	12,172	32,974	45,146

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section VI. Traffic from Saskatchewan to other provinces:				
All ports in Saskatchewan	All ports in Ontario	11	597	608
	All ports in Manitoba	126	1,061	1,187
	All ports in Alberta ..	112	1,426	1,538
	All ports in British Columbia	47	2,297	2,344
	All ports in Yukon Territory	—	1,587	1,587
	All ports in Saskatchewan	4,838	11,091	15,929
	All ports in Canada	5,134	18,098	23,232
Section VII. Traffic from Alberta to other provinces:				
All ports in Alberta	All ports in Ontario	36	1,972	2,008
	All ports in Manitoba	102	1,439	1,541
	All ports in Saskatchewan	174	1,362	1,536
	All ports in British Columbia	1,312	14,234	15,546
	All ports in Yukon Territory	3	4,758	4,761
	All ports in Alberta	5,497	11,102	16,599
	All ports in Canada	7,124	34,987	42,111
Section VIII. Traffic from British Columbia to other provinces:				
All ports in British Columbia	All ports in Ontario	6	3,861	3,867
	All ports in Manitoba	59	3,122	3,181
	All ports in Saskatchewan	96	2,432	2,528
	All ports in Alberta	1,057	15,845	16,902
	All ports in Yukon Territory	—	7,586	7,586
	All ports in British Columbia	78,160	186,014	264,174
	All ports in Canada	109,273	219,253	328,526
Section IX. Traffic from Yukon Territory to other provinces:				
All ports in Yukon Territory	All ports in Ontario	—	461	461
	All ports in Manitoba	—	672	672
	All ports in Saskatchewan	—	1,199	1,199
	All ports in Alberta	—	3,696	3,696
	All ports in British Columbia	—	6,973	6,973
	All ports in Yukon Territory	1,505	1,169	2,674
	All ports in Canada	1,505	14,222	15,727
All ports in Canada	All ports in Canada	1,525,985	1,530,130	3,056,115 ²

¹ Exclusive of standing (L) permits and extensions.

² Does not include an additional 24,120 permits not classified by ports of entry and exit.

TABLE 4. Number of Non-resident Motorists Travelling on Customs Permits¹ who Departed from Canada in 1962, classified by Length of Visit

Days stay	Number of permits	% of total permits	Number of car days	Average persons per car	Number of persons	Number of person days
1.....	3,900,226	55.87	3,900,226	3.01	11,733,103	11,733,103
2.....	1,525,985	21.86	3,051,970	2.70	4,117,436	8,234,872
3.....	492,581	7.06	1,477,743	2.77	1,365,164	4,095,492
4.....	272,641	3.91	1,090,564	2.76	752,504	3,010,016
5.....	167,450	2.40	837,250	2.80	469,071	2,345,355
6.....	113,969	1.63	683,814	2.84	323,176	1,939,056
7.....	93,161	1.34	652,127	2.92	271,994	1,903,958
8.....	98,376	1.41	787,008	3.10	304,747	2,437,976
9.....	59,178	0.85	532,602	2.95	174,868	1,573,812
10.....	38,720	0.55	387,200	2.87	111,312	1,113,120
11.....	27,945	0.40	307,395	2.81	78,605	864,655
12.....	21,949	0.31	263,388	2.80	61,436	737,232
13.....	19,029	0.27	247,377	2.84	54,064	702,832
14.....	18,276	0.26	255,864	2.94	53,705	751,870
15.....	19,706	0.28	295,590	3.04	59,901	898,515
16.....	12,020	0.17	192,320	2.89	34,700	555,200
17.....	7,961	0.11	135,337	2.71	21,536	366,112
18.....	5,969	0.09	107,442	2.65	15,791	284,238
19.....	4,767	0.07	90,573	2.57	12,246	232,674
20.....	4,267	0.06	85,340	2.54	10,849	216,980
21.....	4,058	0.06	85,218	2.60	10,550	221,550
22.....	3,741	0.05	82,302	2.63	9,827	216,194
23.....	2,970	0.04	68,310	2.53	7,513	172,799
24.....	2,380	0.03	57,120	2.47	5,883	141,192
25- 29.....	9,850	0.14	265,936	2.35	23,128	624,456
30- 39.....	10,149	0.15	337,792	2.40	24,319	809,336
40- 59.....	7,556	0.11	365,668	2.34	17,665	854,809
60- 89.....	5,563	0.08	405,287	2.30	12,805	932,844
90-179.....	5,255	0.08	617,456	2.13	11,201	1,316,118
180 and over.....	643	0.01	138,941	2.19	1,407	304,025
Not classified ²	24,120	0.35	—	2.54	61,221	—
Totals.....	6,980,461	100.00	17,805,160	2.90	20,211,727	49,590,391
Average length of stay.....			2.55			2.45

¹ Exclusive of standing (L) permits and extensions.² Not classified by length of visit.

TABLE 5. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1	259,583	323,207	3,030,692	52,114	25,252	14,232	195,146	3,900,226
2	48,330	127,340	1,214,814	12,506	5,297	6,738	110,960	1,525,985
3	15,742	70,079	312,815	8,492	3,442	6,080	75,931	492,581
4	11,832	46,812	155,629	5,607	2,515	5,652	44,594	272,641
5	9,691	28,829	88,528	3,811	2,114	5,119	29,358	167,450
6	8,275	18,200	59,672	2,914	1,711	3,933	19,264	113,969
7	7,965	12,979	52,265	2,380	1,387	2,902	13,283	93,161
8	7,259	10,419	64,834	2,045	1,151	2,224	10,444	98,376
9	5,480	6,719	35,547	1,497	818	1,583	7,534	59,178
10	4,365	4,468	21,023	1,172	665	1,274	5,753	38,720
11	3,675	3,297	14,293	881	527	975	4,297	27,945
12	3,110	2,467	11,075	740	434	767	3,356	21,949
13	2,868	1,999	9,857	643	379	577	2,706	19,029
14	2,630	1,603	10,541	519	300	456	2,227	18,276
15	2,347	1,586	12,850	414	232	405	1,872	19,706
16	1,454	1,014	7,289	317	203	282	1,461	12,020
17	1,037	738	4,379	256	170	243	1,138	7,961
18	775	645	3,063	246	126	221	893	5,969
19	707	499	2,345	186	90	161	779	4,767
20	628	457	2,104	176	92	133	677	4,267
21	658	407	2,091	126	73	130	573	4,058
22	558	415	2,006	111	74	115	462	3,741
23	408	311	1,590	92	76	76	417	2,970
24	311	258	1,225	87	48	79	372	2,380
25- 29	1,443	1,251	4,877	311	246	316	1,406	9,850
30- 39	1,629	1,394	4,892	322	202	326	1,384	10,149
40- 59	1,208	927	3,534	296	195	442	954	7,556
60- 89	1,303	591	2,415	254	138	180	682	5,563
90-179	1,518	488	2,030	283	134	186	616	5,255
180 and over	90	90	299	19	20	23	102	643
Not classified ²	3,137	4,562	11,551	836	215	438	3,381	24,120
Totals	410,016	674,051	5,150,125	99,653	48,326	56,268	542,022	6,980,461

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 6. Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1962, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1.....	63.31	47.95	58.85	52.29	52.25	25.29	36.00	55.87
2.....	11.79	18.89	23.59	12.55	10.96	11.97	20.47	21.86
3.....	3.84	10.40	6.07	8.52	7.12	10.81	14.01	7.06
4.....	2.89	6.94	3.02	5.63	5.20	10.04	8.23	3.91
5.....	2.36	4.28	1.72	3.82	4.37	9.10	5.42	2.40
6.....	2.02	2.70	1.16	2.92	3.54	6.99	3.55	1.63
7.....	1.94	1.92	1.01	2.39	2.87	5.16	2.45	1.34
8.....	1.77	1.54	1.26	2.05	2.38	3.95	1.93	1.41
9.....	1.34	1.00	0.69	1.50	1.69	2.81	1.39	0.85
10.....	1.06	0.66	0.41	1.18	1.38	2.26	1.06	0.55
11.....	0.90	0.49	0.28	0.88	1.09	1.73	0.79	0.40
12.....	0.76	0.36	0.22	0.74	0.90	1.36	0.62	0.31
13.....	0.70	0.30	0.19	0.65	0.79	1.03	0.50	0.27
14.....	0.64	0.24	0.20	0.52	0.62	0.81	0.41	0.26
15.....	0.57	0.23	0.25	0.42	0.48	0.72	0.34	0.28
16.....	0.35	0.15	0.14	0.32	0.42	0.50	0.27	0.17
17.....	0.25	0.11	0.09	0.26	0.35	0.43	0.21	0.11
18.....	0.19	0.10	0.06	0.25	0.26	0.39	0.16	0.09
19.....	0.17	0.07	0.05	0.19	0.19	0.29	0.14	0.07
20.....	0.15	0.07	0.04	0.18	0.19	0.24	0.12	0.06
21.....	0.16	0.06	0.04	0.13	0.15	0.23	0.11	0.06
22.....	0.14	0.06	0.04	0.11	0.15	0.21	0.09	0.05
23.....	0.10	0.05	0.03	0.09	0.16	0.14	0.08	0.04
24.....	0.08	0.04	0.02	0.09	0.10	0.14	0.07	0.03
25- 29.....	0.35	0.19	0.09	0.31	0.51	0.56	0.26	0.14
30- 39.....	0.40	0.21	0.09	0.32	0.42	0.58	0.26	0.15
40- 59.....	0.29	0.14	0.07	0.30	0.40	0.79	0.18	0.11
60- 89.....	0.32	0.09	0.05	0.25	0.29	0.32	0.13	0.08
90- 179.....	0.37	0.07	0.04	0.28	0.28	0.33	0.11	0.08
180 and over.....	0.02	0.01	0.01	0.02	0.04	0.04	0.02	0.01
Not classified ²	0.77	0.68	0.22	0.84	0.45	0.78	0.62	0.35
Totals.....	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1962, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1.....	785,508	985,249	9,001,927	177,235	80,543	51,864	650,777	11,733,103
2.....	124,509	335,074	3,266,652	36,863	15,013	21,504	317,821	4,117,436
3.....	44,003	197,744	852,009	25,151	10,378	18,973	216,906	1,365,164
4.....	33,624	132,035	418,292	16,526	7,671	17,416	126,940	752,504
5.....	27,746	80,529	243,043	11,447	6,413	16,110	83,783	469,071
6.....	23,602	50,516	167,149	8,722	5,267	12,349	55,571	323,176
7.....	22,835	36,303	153,452	7,233	4,177	9,050	38,944	271,994
8.....	21,095	29,274	207,190	6,385	3,460	6,882	30,461	304,747
9.....	15,731	18,650	106,982	4,533	2,462	4,803	21,707	174,868
10.....	12,745	12,164	60,682	3,533	1,972	3,949	16,267	111,312
11.....	10,663	8,911	39,841	2,689	1,564	2,981	11,956	78,605
12.....	9,251	6,534	30,672	2,152	1,232	2,264	9,331	61,436
13.....	8,538	5,254	28,056	1,878	1,157	1,677	7,504	54,064
14.....	7,983	4,283	31,439	1,592	848	1,388	6,172	53,705
15.....	7,271	4,292	40,170	1,247	699	1,212	5,010	59,901
16.....	4,379	2,685	21,497	884	563	827	3,865	34,700
17.....	2,922	1,850	11,826	714	490	682	3,052	21,536
18.....	2,154	1,587	8,030	700	362	607	2,351	15,791
19.....	1,871	1,203	6,040	547	221	432	1,932	12,246
20.....	1,671	1,069	5,347	449	237	359	1,717	10,849
21.....	1,782	957	5,411	363	199	353	1,485	10,550
22.....	1,537	1,063	5,283	296	205	292	1,151	9,827
23.....	1,119	743	3,933	274	175	227	1,042	7,513
24.....	817	620	3,018	249	109	176	894	5,883
25- 29.....	3,676	2,795	11,339	693	608	774	3,243	23,128
30- 39.....	3,972	3,262	11,735	789	491	805	3,265	24,319
40- 59.....	2,875	2,032	8,506	688	438	993	2,133	17,665
60- 89.....	2,938	1,367	5,685	558	329	405	1,523	12,805
90-179.....	3,111	982	4,421	616	315	402	1,354	11,201
180 and over	190	180	640	41	53	63	240	1,407
Not classified ²	7,915	11,937	28,787	2,208	588	1,237	8,549	61,221
Totals	1,198,033	1,941,144	14,789,054	317,255	148,239	181,056	1,636,946	20,211,727

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 8. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1962, after Remaining Two Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	12	319	419	1,611	68	57	140	363	67	3,056
Alaska	2	26	42	265	161	360	763	2,292	8,703	12,614
Arizona	7	65	168	1,589	159	104	510	2,259	159	5,020
Arkansas	1	44	123	809	54	49	79	210	25	1,394
California	65	753	2,271	13,735	1,657	944	5,221	85,240	1,468	111,354
Colorado	11	205	274	1,805	322	343	1,447	4,001	162	8,570
Connecticut	776	9,764	22,446	18,548	79	45	138	393	53	52,242
Delaware	50	264	711	2,099	18	12	52	92	8	3,306
Dist. of Columbia ..	57	219	807	2,037	55	34	85	244	31	3,569
Florida	115	1,762	4,015	17,034	384	206	620	1,702	194	26,032
Georgia	20	326	504	2,647	101	62	173	373	68	4,274
Hawaii	3	23	66	267	7	5	19	242	6	638
Idaho	1	42	141	384	79	60	1,002	5,895	149	7,753
Illinois	109	879	2,701	64,419	2,315	766	1,747	3,263	228	76,427
Indiana	61	494	917	30,381	522	293	636	1,130	141	34,575
Iowa	16	172	375	13,972	1,548	782	845	1,668	116	19,494
Kansas	9	127	403	3,568	762	369	655	1,800	84	7,777
Kentucky	9	114	209	4,596	78	57	146	277	38	5,524
Louisiana	19	162	288	1,339	115	74	250	502	87	2,836
Maine	505	53,593	19,128	2,877	43	17	51	102	18	76,334
Maryland	217	992	2,918	11,122	101	82	237	445	44	16,158
Massachusetts	3,291	27,689	46,647	32,089	115	69	300	654	64	110,918
Michigan	122	1,423	3,047	800,751	1,319	615	1,337	2,519	325	811,458
Minnesota	18	223	607	47,809	12,453	2,102	1,572	2,652	214	67,650
Mississippi	8	131	274	1,121	84	53	100	386	32	2,189
Missouri	26	157	369	6,285	565	250	643	1,137	106	9,538
Montana	—	31	58	472	306	4,454	9,775	3,977	136	19,209
Nebraska	9	59	276	2,893	959	474	581	1,205	61	6,517
Nevada	1	22	40	375	27	22	152	1,204	42	1,885
New Hampshire	300	3,434	22,747	3,595	18	20	56	91	32	30,293
New Jersey	1,026	4,986	20,847	41,842	243	127	491	1,015	93	70,670
New Mexico	7	51	136	522	49	52	265	804	67	1,953
New York	1,928	9,917	97,410	646,293	411	186	1,008	1,725	179	759,057
North Carolina	57	375	870	3,617	75	40	158	323	49	5,564
North Dakota	3	31	124	2,110	14,658	6,716	371	674	39	24,726
Ohio	245	1,732	4,262	163,633	627	339	1,183	1,875	300	174,196
Oklahoma	6	75	181	1,761	239	224	522	1,097	95	4,200
Oregon	3	140	213	1,057	208	171	748	25,439	447	28,426
Pennsylvania	760	4,353	11,723	110,011	358	217	761	1,319	229	129,731
Rhode Island	184	1,879	7,815	4,896	12	10	53	97	6	14,952
South Carolina	14	159	736	1,337	79	32	89	179	50	2,675
South Dakota	1	25	74	1,384	964	653	424	659	64	4,248
Tennessee	19	143	338	2,717	159	61	212	477	45	4,171
Texas	22	460	856	4,851	545	365	1,609	3,659	289	12,656
Utah	1	55	58	595	61	67	1,505	3,462	62	5,866
Vermont	74	713	47,588	2,572	12	9	30	74	10	51,082
Virginia	160	855	2,404	8,706	138	84	233	517	59	13,156
Washington	18	163	286	1,454	248	312	1,476	155,036	532	159,525
West Virginia	11	138	241	4,693	26	14	52	169	15	5,359
Wisconsin	28	245	819	34,810	1,457	615	1,058	2,536	164	41,732
Wyoming	3	12	180	335	68	150	490	834	68	2,140
Total U.S.	10,410	130,021	330,152	2,129,690	45,111	23,224	42,070	328,288	15,723	3,054,689
Not classified ²	281	2,856	4,562	11,551	836	215	438	3,290	91	24,120
Other countries ³	14	32	459	595	35	8	41	238	4	1,426
Grand total	10,705	132,909	335,173	2,141,836	45,982	23,447	42,549	331,816	15,818	3,080,235

¹ Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

² Not classified by state or country of registration.

³ Other Countries comprise: Arabia 1, Austria 1, Australia 7, Bahamas 34, Belgium 26, Bermuda 33, Bolivia 1, Brazil 1, British Guiana 1, British Honduras 1, Ceylon 1, Chile 1, China 3, Colombia 11, Costa Rica 7, Cuba 10, Cyprus 1, Denmark 15, East Africa 1, England 252, France 209, Germany 408, Gibraltar 3, Greece 1, Guam 7, Guatemala 1, Haiti 1, Hong Kong 1, Hungary 1, India 4, Ireland 5, Israel 1, Italy 28, Japan 36, Java 2, Jordan 1, Liberia 1, Libya 1, Luxembourg 1, Malaya 1, Mexico 127, Morocco 1, Netherlands 31, Netherlands Antilles 7, New Zealand 3, Nicaragua 1, Norway 11, Okinawa 1, Panama Canal Zone 49, Peru 3, Philippines 1, Puerto Rico 5, Salvador 1, St. Pierre & Miquelon 2, Scotland 2, South Africa 5, Spain 8, Sweden 5, Switzerland 17, Tunisia 1, Turkey 2, Venezuela 5, Virgin Islands 7, Wales 1, West Indies Federation 9.

⁴ Above figures do not include 31,881 standing (L) permits and 9,675 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1962, after Remaining Three Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	12	119	282	764	53	52	123	232	65	1,702
Alaska	1	15	25	145	159	358	757	2,206	7,699	11,365
Arizona	7	47	129	848	134	88	468	1,580	147	3,448
Arkansas	—	26	72	395	38	33	75	141	24	804
California	63	564	1,621	7,083	1,469	871	4,743	63,998	1,341	81,753
Colorado	11	77	182	919	273	293	1,290	2,696	148	5,889
Connecticut	766	7,048	17,406	9,244	73	38	127	335	48	35,085
Delaware	50	229	563	1,280	17	12	52	87	6	2,296
Dist. of Columbia	54	199	718	1,318	42	31	70	179	21	2,632
Florida	115	1,326	3,154	10,142	330	196	567	1,269	186	17,285
Georgia	20	175	383	1,279	82	58	158	277	66	2,498
Hawaii	3	17	55	78	7	5	17	173	6	361
Idaho	1	25	75	205	62	55	802	4,032	141	5,398
Illinois	109	642	2,180	41,016	2,060	734	1,568	2,492	216	51,017
Indiana	59	356	714	18,246	459	279	586	811	131	21,641
Iowa	16	108	255	9,837	1,320	746	720	1,185	110	14,297
Kansas	9	70	200	2,050	636	326	567	1,106	81	5,045
Kentucky	9	75	174	2,645	66	53	127	187	36	3,372
Louisiana	17	89	220	729	82	58	225	323	83	1,826
Maine	483	21,641	12,485	1,279	37	14	47	79	17	36,082
Maryland	214	830	2,438	6,805	94	79	211	348	41	11,060
Massachusetts	3,237	24,632	36,083	14,789	106	65	271	555	62	79,800
Michigan	116	1,032	2,224	265,365	1,225	591	1,230	2,026	304	274,113
Minnesota	18	135	439	29,445	8,568	1,930	1,324	2,142	199	44,200
Mississippi	8	86	212	634	69	45	79	253	31	1,417
Missouri	25	114	283	3,906	467	234	570	793	98	6,490
Montana	—	16	47	254	243	2,939	6,251	2,758	126	12,634
Nebraska	9	50	133	1,931	816	436	493	861	58	4,787
Nevada	1	8	33	197	23	20	135	935	40	1,392
New Hampshire	293	2,709	13,564	1,570	15	20	53	81	23	18,328
New Jersey	999	4,258	16,508	25,195	213	120	454	790	85	48,622
New Mexico	7	27	127	293	42	40	232	508	62	1,338
New York	1,897	8,448	55,675	230,668	374	177	926	1,372	162	299,699
North Carolina	51	236	607	1,999	59	39	142	228	48	3,409
North Dakota	3	24	92	1,402	8,863	4,148	311	539	37	15,419
Ohio	242	1,290	3,154	105,327	568	293	1,072	1,431	276	113,653
Oklahoma	6	45	136	1,047	195	165	464	667	89	2,814
Oregon	3	60	129	495	166	141	657	19,665	405	21,721
Pennsylvania	741	3,204	9,083	69,960	316	211	699	1,024	221	85,459
Rhode Island	179	1,586	6,364	2,087	10	9	49	76	6	10,366
South Carolina	14	94	298	661	61	30	81	143	50	1,432
South Dakota	1	19	42	832	801	581	360	454	60	3,150
Tennessee	18	98	226	1,376	123	54	188	318	42	2,443
Texas	21	239	553	2,426	419	314	1,432	2,224	274	7,902
Utah	1	27	36	234	47	53	1,262	2,104	60	3,824
Vermont	74	544	12,188	1,193	10	8	26	62	9	14,114
Virginia	157	657	1,849	4,889	120	77	213	398	57	8,417
Washington	18	80	195	764	214	260	1,262	90,547	496	93,836
West Virginia	10	94	174	2,972	22	12	49	104	14	3,451
Wisconsin	28	185	615	23,041	1,246	575	919	1,701	148	28,458
Wyoming	3	10	76	147	50	125	445	573	64	1,493
Totals U.S.	10,199	83,685	204,476	911,406	32,944	18,091	34,949	219,068	14,219	1,529,037
Not classified ³	281	2,856	4,562	11,551	836	215	438	3,290	91	24,120
Other countries ⁴	11	22	337	460	30	7	38	185	3	1,093
Grand totals	10,491	86,563	209,375	923,417	33,810	18,313	35,425	222,543	14,313	1,554,250

¹ Exclusive of standing (L) permits and extensions.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Not classified by state or country of registration.

⁴ Other Countries comprise: Arabia 1, Austria 1, Australia 4, Bahamas 30, Belgium 20, Bermuda 21, Bolivia 1, Brazil 1, British Guiana 1, British Honduras 1, Ceylon 1, Chile 1, China 3, Colombia 10, Costa Rica 2, Cuba 9, Cyprus 1, Denmark 13, East Africa 1, England 196, France 145, Germany 306, Gibraltar 3, Greece 1, Guam 7, Guatemala 1, Haiti 1, Hong Kong 1, Hungary 1, Israel 1, Italy 19, Japan 20, Java 2, Jordan 1, Liberia 1, Luxembourg 1, Malaya 1, Mexico 116, Morocco 1, Netherlands 25, Netherlands Antilles 6, New Zealand 2, Nicaragua 1, Norway 11, Okinawa 1, Panama Canal Zone 39, Peru 3, Puerto Rico 5, Salvador 1, St. Pierre & Miquelon 2, Scotland 2, South Africa 3, Spain 8, Sweden 4, Switzerland 12, Tunisia 1, Turkey 2, Venezuela 5, Virgin Islands 3, Wales 1, West Indies Federation 9.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1958 - 62**
(Classified by Selected U.S. Federal States of Registration)

State	1958 ²	1959 ^{2 3}	1960 ⁴	1961 ⁴	1962 ⁴
North Eastern	1, 195, 536	1, 072, 166	1, 214, 035	1, 268, 405	1, 323, 042
Connecticut	49, 929	46, 133	44, 635	46, 759	52, 450
Maine	148, 807	152, 833	91, 831	90, 597	91, 639
Massachusetts	108, 858	98, 349	102, 249	105, 619	111, 459
New Hampshire	33, 157	28, 397	28, 471	29, 828	30, 450
New Jersey	64, 412	60, 477	63, 716	66, 805	71, 033
New York	565, 330	481, 869	702, 935	749, 487	768, 382
Pennsylvania	124, 028	123, 153	113, 129	113, 017	130, 324
Rhode Island	14, 431	13, 200	13, 870	13, 868	15, 049
Vermont	86, 584	67, 755	53, 199	52, 425	52, 256
% of total	47.3	48.2	44.3	43.6	42.7
Great Lakes	732, 166	624, 243	1, 012, 103	1, 076, 434	1, 142, 880
Illinois	66, 885	64, 923	62, 439	67, 645	76, 733
Indiana	29, 918	29, 310	28, 547	29, 925	34, 712
Michigan	457, 983	355, 762	741, 941	789, 165	814, 791
Ohio	145, 673	144, 512	148, 631	152, 289	174, 732
Wisconsin	31, 707	29, 736	30, 545	37, 410	41, 912
% of total	29.0	28.0	36.9	37.0	36.9
North Western	111, 932	102, 556	101, 629	113, 354	115, 038
Minnesota	57, 739	55, 629	58, 079	67, 687	69, 494
Montana	22, 388	18, 886	18, 191	18, 464	19, 618
North Dakota	31, 805	28, 041	25, 359	27, 203	25, 926
% of total	4.4	4.6	3.7	3.9	3.7
West Coast	288, 323	240, 555	238, 188	263, 836	301, 830
California	69, 567	66, 217	65, 837	69, 928	112, 303
Oregon	26, 912	22, 309	25, 315	28, 658	28, 707
Washington	191, 844	152, 029	147, 036	165, 250	160, 820
% of total	11.4	10.8	8.7	9.1	9.8
Other (Remaining states and foreign countries)	199, 616	187, 775	175, 257	186, 134	214, 881
% of total	7.9	8.4	6.4	6.4	6.9
Totals	2, 527, 573	2, 227, 295	2, 741, 212	2, 908, 163	3, 097, 671
Not classified⁵			20, 050	28, 272	24, 120

¹ Including commuters, summer residents and locals — standing (L) permits and extensions.

² Includes all entries requiring customs permits but excludes all non-permit entries.

³ January-September inclusive.

⁴ Includes all entries over 24 hours — excludes all entries for 24 hours or less and repeat trips of standing (L) permit holders.

⁵ Not classified by state or country of registration — excluded from totals.

**TABLE 11. Number of Non-resident Travellers¹ Entering Canada from the United States by
Plane, Bus and Rail, 1959 - 62**
(Classified by Selected U.S. Federal States of Origin²)

State	1959	1960	1961	1962
North-Eastern	457,000	398,000	432,000	425,000
Connecticut	37,000	23,000	31,000	32,000
Massachusetts	72,000	55,000	67,000	50,000
New Jersey	55,000	61,000	54,000	61,000
New York	211,000	179,000	208,000	214,000
Pennsylvania	55,000	55,000	54,000	51,000
Other North-Eastern ³	27,000	25,000	18,000	17,000
% of total	42.6	37.3	39.9	37.8
Great Lakes	256,000	264,000	258,000	256,000
Illinois	79,000	81,000	90,000	82,000
Indiana	14,000	15,000	23,000	19,000
Michigan	73,000	79,000	60,000	66,000
Ohio	70,000	72,000	66,000	70,000
Wisconsin	20,000	17,000	19,000	19,000
% of total	23.8	24.8	23.8	22.8
North-Western	49,000	43,000	54,000	52,000
Minnesota	39,000	32,000	33,000	39,000
Other North-Western ³	10,000	11,000	21,000	13,000
% of total	4.6	4.0	4.9	4.6
West-Coast	174,000	193,000	168,000	206,000
California	96,000	101,000	65,000	113,000
Oregon	20,000	23,000	17,000	19,000
Washington	58,000	69,000	86,000	74,000
% of total	16.2	18.1	15.5	18.3
Remaining states	137,000	169,000	172,000	186,000
Colorado	9,000	8,000	11,000	13,000
Florida	11,000	9,000	13,000	9,000
Iowa	7,000	10,000	11,000	9,000
Maryland	10,000	12,000	13,000	9,000
Missouri	20,000	18,000	10,000	20,000
Texas	10,000	24,000	23,000	26,000
Other remaining ³	70,000	88,000	91,000	100,000
% of total	12.8	15.8	15.9	16.5
Totals	1,073,000	1,067,000	1,084,000	1,125,000

¹ Exclusive of in transit traffic.² State of origin estimated on the basis of the U.S. Department of Commerce survey.³ Includes states normally below an estimate of 10,000 entries.

TABLE 12. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail in 1962, classified by Length of Visit

Estimated days stay	Plane		Bus		Rail	
	Number of persons	% of total persons	Number of persons	% of total persons	Number of persons	% of total persons
1 ²	28,580	6.01	36,054	8.91	15,939	6.52
2	73,406	15.45	45,329	11.20	22,548	9.22
3	91,600	19.28	50,934	12.58	39,021	15.95
4	72,019	15.15	41,795	10.32	30,958	12.66
5	52,088	10.96	31,033	7.67	23,855	9.75
6	34,619	7.28	20,932	5.17	20,347	8.32
7	21,594	4.54	32,162	7.95	20,276	8.29
8	18,563	3.91	35,577	8.79	15,506	6.34
9	13,371	2.81	25,291	6.25	8,226	3.36
10	10,070	2.12	12,576	3.11	9,185	3.76
11	6,900	1.45	6,864	1.70	5,127	2.10
12	6,540	1.38	6,684	1.65	3,659	1.50
13	3,660	0.77	4,502	1.11	4,267	1.74
14	4,930	1.04	5,493	1.36	3,853	1.58
15	6,394	1.35	3,618	0.89	5,755	2.35
16	4,833	1.02	4,439	1.10	1,597	0.65
17	3,174	0.67	8,347	2.06	1,338	0.55
18	1,873	0.39	3,198	0.79	876	0.36
19	1,731	0.36	3,012	0.74	940	0.38
20	1,903	0.40	1,521	0.38	926	0.38
21	1,542	0.33	2,208	0.55	1,193	0.49
22	1,417	0.30	1,305	0.32	763	0.31
23	1,076	0.23	1,996	0.49	556	0.23
24	803	0.17	810	0.20	349	0.14
25- 29	3,252	0.68	4,633	1.14	1,278	0.52
30- 39	4,335	0.91	6,637	1.64	2,594	1.06
40- 59	3,020	0.64	5,371	1.33	2,807	1.15
60- 89	1,912	0.40	2,426	0.60	835	0.34
90-179	—	—	—	—	—	—
180 and over	—	—	—	—	—	—
Totals	475,205	100.00	404,747	100.00	244,574	100.00

¹ Exclusive of in transit traffic.

² Persons entering and departing on the same day.

**TABLE 13. Number and Expenditures of Canadian Automobiles Returning to Canada in 1962,
classified by Length of Visit**

Estimated days stay	Number of cars	% of total cars	Number of car days	Estimated expenditures	% of total expend- itures	Average expenditure per car	Average expend- iture per car per day
				\$		\$	\$
1	6,902,170	84.47	6,902,170	33,480,200	16.49	4.90	4.90
2 ¹	296,472	3.63	592,944	9,996,000	4.92	33.70	16.90
3	437,811	5.36	1,313,433	34,411,100	16.94	78.60	26.20
4	127,255	1.56	509,020	14,243,800	7.01	111.90	28.00
5	75,854	0.93	379,270	8,756,200	4.31	115.40	23.10
6	43,431	0.53	260,586	6,657,200	3.28	153.30	25.50
7	82,133	1.00	574,931	13,418,800	6.61	163.40	23.30
8	17,988	0.22	143,904	3,768,000	1.86	209.50	26.20
9	8,645	0.10	77,805	1,852,000	0.91	214.20	23.80
10	27,571	0.34	275,710	6,337,300	3.12	229.90	23.00
11	4,685	0.06	51,535	1,075,900	0.53	229.60	20.90
12	8,281	0.10	99,372	2,244,100	1.11	271.00	22.60
13	2,587	0.03	33,631	752,600	0.37	290.90	22.40
14	46,895	0.57	656,530	13,838,000	6.81	295.10	21.10
15	7,784	0.09	116,760	2,497,900	1.23	320.90	21.40
16	3,088	0.04	49,408	1,087,300	0.54	352.10	22.00
17	1,979	0.02	33,643	748,400	0.37	378.20	22.20
18	2,848	0.03	51,264	1,124,200	0.55	394.70	21.90
19	733	0.01	13,927	315,500	0.16	430.40	22.70
20	2,403	0.03	48,060	1,100,200	0.54	457.80	22.90
21	21,908	0.27	460,068	9,484,600	4.67	432.90	20.60
22	578	0.01	12,716	270,900	0.13	468.70	21.30
23	577	0.01	13,271	282,100	0.14	488.90	21.30
24	773	0.01	18,552	339,800	0.17	439.60	18.30
25- 29	4,057	0.05	111,081	2,118,600	1.04	522.20	19.10
30- 39	14,444	0.18	453,686	7,788,100	3.83	539.20	17.20
40- 59	7,410	0.09	332,264	4,755,100	2.34	641.70	14.30
60- 89	8,777	0.11	551,371	6,386,000	3.14	727.60	11.60
90-179	8,877	0.11	995,999	9,338,600	4.60	1,052.00	9.40
180 and over	3,012	0.04	618,755	4,626,400	2.28	1,536.00	7.50
Totals	8,171,026	100.00	15,751,666	203,094,900	100.00	24.90	12.90
Average length of stay per car			1.93				

¹ Includes vehicles abroad more than 24 hours and less than 48 hours.

**TABLE 14. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1962, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of persons days	Average expenditure per person per day
				\$
1.....	2.69	18,588,029	18,588,029	1.80
2 ¹	2.89	857,611	1,715,222	5.80
3.....	2.99	1,307,683	3,923,049	8.80
4.....	3.00	381,613	1,526,452	9.30
5.....	2.99	226,749	1,133,745	7.70
6.....	2.86	134,417	806,502	8.30
7.....	3.05	250,844	1,755,908	7.60
8.....	3.10	55,711	445,688	8.50
9.....	3.07	26,530	238,770	7.80
10.....	2.97	81,912	819,120	7.70
11.....	3.03	14,198	156,178	6.90
12.....	3.09	25,587	307,044	7.30
13.....	3.28	8,491	110,383	6.80
14.....	3.17	148,775	2,082,850	6.60
15.....	3.30	25,711	385,665	6.50
16.....	3.09	9,556	152,896	7.10
17.....	2.94	5,827	99,059	7.60
18.....	3.00	8,537	153,666	7.30
19.....	2.91	2,135	40,565	7.80
20.....	2.88	6,922	138,440	7.90
21.....	2.98	65,365	1,372,665	6.90
22.....	3.03	1,751	38,522	7.00
23.....	2.52	1,452	33,396	8.40
24.....	2.72	2,102	50,448	6.70
25 - 29.....	2.71	10,993	300,988	7.00
30 - 39.....	2.62	37,849	1,188,837	6.60
40 - 59.....	2.62	19,385	869,223	5.50
60 - 89.....	2.49	21,841	1,372,052	4.70
90 - 179.....	2.26	20,085	2,253,537	4.10
180 and over.....	2.07	6,234	1,280,651	3.60
Totals	2.74	22,353,895	43,339,550	4.70
Average length of stay per person.....			1.94	

¹ Includes motorists abroad more than 24 hours and less than 48 hours.

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1962, classified by Length of Visit, by Province of Re-entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	B.C. and Y.T.	Canada
1	1,728,817	1,024,215	3,010,024	157,880	71,628	58,928	850,680	6,902,170
2 ¹	51,393	62,085	111,103	15,334	3,487	4,656	48,414	296,472
3	32,748	111,661	153,278	27,843	9,726	8,803	93,752	437,811
4	15,720	40,356	41,170	5,359	1,954	2,778	19,918	127,255
5	12,762	29,475	17,086	2,860	1,283	1,599	10,789	75,854
6	6,045	16,256	12,891	1,844	564	805	5,026	43,431
7	3,937	29,262	25,420	5,036	1,147	1,827	15,504	82,133
8	1,873	5,164	6,266	696	553	515	2,921	17,988
9	1,147	2,296	2,525	272	374	304	1,727	8,645
10	2,994	7,545	9,422	1,433	511	691	4,975	27,571
11	536	977	1,340	194	164	133	1,341	4,685
12	1,068	2,499	2,709	280	213	208	1,304	8,281
13	359	507	665	124	102	95	735	2,587
14	1,128	15,684	14,940	3,087	702	1,755	9,599	46,895
15	554	5,267	1,218	74	131	111	429	7,784
16	317	788	1,188	122	41	139	493	3,088
17	91	437	655	107	58	71	560	1,979
18	176	677	1,106	34	52	183	620	2,848
19	52	207	248	14	46	49	117	733
20	203	615	1,124	99	51	107	204	2,403
21	438	6,531	8,117	1,654	375	976	3,817	21,908
22	51	130	268	21	35	24	49	578
23	22	117	246	21	29	26	116	577
24	69	188	346	—	—	33	137	773
25 - 29	63	1,029	1,769	260	120	147	669	4,057
30 - 39	362	3,862	5,866	865	391	691	2,407	14,444
40 - 59	230	1,917	2,999	468	187	306	1,303	7,410
60 - 89	365	1,591	3,183	586	368	1,018	1,666	8,777
90 - 179	316	1,267	3,959	483	442	508	1,902	8,877
180 and over	59	637	1,463	223	136	147	347	3,012
Totals	1,863,895	1,373,242	3,442,594	227,273	94,868	87,633	1,081,521	8,171,026

¹ Includes vehicles abroad more than 24 hours and less than 48 hours.

TABLE 16. Number and Expenditures of Canadian Travellers Returning to Canada by Plane in 1962, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1	17,239	3.6	17,239	1,197,300	1.0	69.50	69.50
2	41,908	8.6	83,816	4,211,400	3.7	100.50	50.30
3	48,152	9.9	144,456	5,590,000	4.9	116.10	38.70
4	46,803	9.7	187,212	6,736,800	5.9	143.90	36.00
5	41,927	8.6	209,635	7,353,300	6.4	175.40	35.10
6	25,340	5.2	152,040	4,866,500	4.2	192.10	32.00
7	28,961	6.0	202,727	5,672,500	4.9	195.90	28.00
8	16,451	3.4	131,608	3,494,900	3.0	212.40	26.60
9	9,934	2.0	89,406	2,208,800	1.9	222.40	24.70
10	29,516	6.1	295,160	7,006,400	6.1	237.40	23.70
11	6,978	1.4	76,758	1,789,300	1.6	256.40	23.30
12	12,843	2.6	154,116	3,479,700	3.0	270.90	22.60
13	6,874	1.4	89,362	1,888,700	1.6	274.80	21.10
14	31,904	6.6	446,656	8,646,100	7.5	271.00	19.40
15	13,582	2.8	203,730	4,189,100	3.6	308.40	20.60
16	7,737	1.6	123,792	2,395,500	2.1	309.60	19.40
17	7,024	1.5	119,408	2,046,700	1.8	291.40	17.10
18	5,772	1.2	103,896	1,944,000	1.7	336.80	18.70
19	3,039	0.6	57,741	1,027,200	0.9	338.00	17.80
20	6,600	1.4	132,000	2,360,300	2.1	357.60	17.90
21	16,447	3.4	345,387	5,810,400	5.1	353.30	16.80
22	2,826	0.6	62,172	984,200	0.9	348.30	15.80
23	2,435	0.5	56,005	892,900	0.8	336.70	15.90
24	2,469	0.5	59,256	946,000	0.8	383.20	16.00
25- 29	10,367	2.1	281,464	4,129,800	3.6	398.40	14.70
30- 39	16,604	3.4	535,645	6,781,200	5.9	408.40	12.70
40- 59	10,110	2.1	471,632	4,971,400	4.3	491.70	10.50
60- 89	7,225	1.5	496,791	4,540,600	4.0	628.50	9.10
90-179	6,610	1.4	796,175	5,737,100	5.0	867.90	7.20
180 and over	1,401	0.3	301,411	1,903,400	1.7	1,358.60	6.30
Totals	485,078	100.0	6,426,696	114,801,500	100.0	236.70	17.90

TABLE 17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus¹ in 1962, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditures per person	Average expenditure per person per day
				\$		\$	\$
1	32,601	8.0	32,601	479,900	1.1	14.70	14.70
2	44,461	10.8	88,922	1,932,200	4.6	43.50	21.70
3	63,193	15.4	189,579	3,545,100	8.4	56.10	18.70
4	40,005	9.8	160,020	2,648,300	6.2	66.20	16.60
5	30,163	7.4	150,815	2,411,000	5.7	80.00	16.00
6	17,598	4.3	105,588	1,571,600	3.7	89.30	14.90
7	27,166	6.6	190,162	2,463,200	5.8	90.70	13.00
8	13,363	3.3	106,904	1,220,400	2.9	91.30	11.40
9	8,135	2.0	73,215	903,400	2.1	111.10	12.30
10	21,722	5.3	217,220	2,378,100	5.6	109.50	11.00
11	4,719	1.1	51,909	622,800	1.5	132.00	12.00
12	7,753	1.9	93,036	1,116,100	2.6	144.00	12.00
13	3,556	0.9	46,228	465,000	1.1	130.80	10.00
14	20,194	4.9	282,716	2,745,700	6.5	136.00	9.70
15	8,208	2.0	123,120	1,165,500	2.7	142.00	9.50
16	4,000	1.0	64,000	673,000	1.6	168.30	10.50
17	2,841	0.7	48,297	466,100	1.1	164.10	9.70
18	3,293	0.8	59,274	624,500	1.5	189.60	10.50
19	1,781	0.4	33,839	312,800	0.7	175.60	9.00
20	3,757	0.9	75,140	750,300	1.8	199.70	10.00
21	8,725	2.1	183,225	1,653,300	3.9	189.50	9.00
22	1,533	0.4	33,726	317,900	0.7	207.40	9.40
23	2,003	0.5	46,069	493,700	1.2	246.50	10.70
24	1,752	0.4	42,048	335,600	0.8	191.60	8.00
25- 29	6,862	1.7	188,842	1,414,900	3.3	206.20	7.50
30- 39	10,958	2.7	349,122	2,283,400	5.4	208.40	6.50
40- 59	7,025	1.7	329,754	1,888,000	4.5	268.80	5.70
60- 89	5,596	1.4	370,008	1,784,100	4.2	318.82	4.80
90- 179	4,861	1.2	612,097	2,356,100	5.6	484.70	3.90
180 and over	1,619	0.4	347,016	1,352,400	3.2	835.30	3.90
Totals	409,443	100.0	4,694,492	42,374,400	100.0	103.50	9.00

¹ Exclusive of in transit traffic.

TABLE 18. Number and Expenditures of Canadian Travellers Returning to Canada by Rail¹ in 1962, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1	7,381	3.1	7,381	372,700	1.0	50.50	50.50
2	18,278	7.7	36,556	1,223,000	3.3	66.90	33.50
3	35,407	15.0	106,221	2,774,900	7.6	78.40	26.00
4	29,226	12.4	116,904	2,651,700	7.2	90.70	22.70
5	19,560	8.3	97,800	2,159,000	5.9	110.40	22.10
6	11,292	4.8	67,752	1,309,800	3.6	116.00	19.30
7	15,188	6.4	106,316	1,782,700	4.9	117.40	16.80
8	9,345	3.9	74,760	1,230,900	3.4	131.70	16.50
9	4,450	1.9	40,050	625,300	1.7	140.50	15.60
10	13,269	5.6	132,690	2,027,800	5.5	152.80	15.30
11	2,425	1.0	26,675	367,200	1.0	151.40	13.80
12	4,955	2.1	59,460	820,400	2.2	165.60	13.80
13	2,633	1.1	34,229	428,600	1.2	162.80	12.50
14	10,851	4.6	151,914	1,699,800	4.6	156.70	11.20
15	4,125	1.7	61,875	797,400	2.2	193.30	12.90
16	2,995	1.3	47,920	599,400	1.6	200.10	12.50
17	1,919	0.8	32,623	406,700	1.1	211.90	12.50
18	2,295	1.0	41,310	556,000	1.5	242.30	13.50
19	1,277	0.5	24,263	269,300	0.7	210.90	11.10
20	2,775	1.2	55,500	640,000	1.8	230.60	11.50
21	5,599	2.4	117,579	1,458,100	4.0	260.40	12.40
22	1,634	0.7	35,948	417,100	1.1	255.30	11.60
23	1,253	0.5	28,819	337,100	0.9	269.00	11.70
24	1,079	0.4	25,896	319,800	0.9	296.40	12.40
25- 29	4,744	2.0	130,128	1,358,800	3.7	286.40	10.40
30- 39	7,970	3.4	257,351	2,437,400	6.7	305.80	9.50
40- 59	4,897	2.1	229,278	1,519,600	4.2	310.30	6.60
60- 89	3,919	1.7	270,293	1,790,600	4.9	456.90	6.60
90-179	4,393	1.9	540,031	3,094,100	8.4	704.30	5.70
180 and over	1,136	0.5	279,740	1,156,000	3.2	1,017.60	4.10
Totals	236,270	100.0	3,237,262	36,631,200	100.0	155.04	11.30

¹ Exclusive of in transit traffic.

**TABLE 19. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province and Month of Entry, 1962**

Province of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
Atlantic Provinces	260, 238	162, 791	1, 156, 677	79, 221
Quebec	324, 121	339, 881	172, 565	107, 437
Ontario	3, 049, 399	2, 236, 169	851, 087	201, 168
Manitoba	52, 210	48, 961	52, 056	22, 649
Saskatchewan	25, 304	25, 311	14, 590	9, 652
Alberta	14, 398	46, 230	21, 822	8, 551
British Columbia	195, 588	353, 631	53, 790	58, 299
Yukon Territory	860	17, 623	189	2, 155
Canada	3, 922, 118¹	3, 230, 597²	2, 322, 776	489, 132
Month of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
January	161, 664	82, 376	128, 044	41, 619
February	154, 980	86, 312	115, 202	40, 247
March	216, 295	112, 876	137, 324	44, 173
April	286, 523	148, 027	172, 157	37, 907
May	336, 882	223, 879	203, 097	41, 867
June	422, 162	416, 673	244, 231	40, 383
July	631, 563	662, 234	299, 415	40, 598
August	631, 183	705, 984	314, 263	42, 725
September	375, 739	339, 474	233, 181	37, 240
October	259, 446	190, 266	188, 567	41, 871
November	234, 370	137, 621	157, 486	41, 527
December	211, 311	124, 875	129, 809	38, 975
Totals	3, 922, 118¹	3, 230, 597²	2, 322, 776	489, 132

¹ Includes 304 bicycles, 3,352 motorcycles and 18,236 trailers.

² Includes 302 bicycles, 2,145 motorcycles and 93,218 trailers.

TABLE 20. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1958 - 62

Province of entry	1958	1959	1960	1961	1962
Aeroplane					
Atlantic Provinces	15,400	19,484	19,155	22,871	21,786
Quebec	92,360	112,382	119,301	142,178	136,295
Ontario	156,028	183,362	176,430	212,829	214,511
Manitoba	16,303	17,229	20,350	17,412	17,993
Saskatchewan	2,608	2,452	2,864	4,210	4,102
Alberta	14,617	19,198	16,200	9,232	9,254
British Columbia	61,326	67,148	71,399	69,329	71,264
Yukon Territory ¹	9,395	9,991	9,116	7,458	7,303
Canada	368,037	431,246	434,815	485,519	482,508
Bus²					
Atlantic Provinces	7,523	7,679	8,224	8,914	11,793
Quebec	63,839	66,968	68,844	77,096	88,988
Ontario	245,161	264,605	281,034	266,323	273,073
Manitoba	6,922	7,006	7,988	6,752	9,591
Saskatchewan	167	704	455	374	356
Alberta	7,180	7,491	7,327	7,759	9,345
British Columbia	38,294	36,306	40,036	45,915	60,285
Yukon Territory	915	1,368	1,624	2,237	2,238
Canada	370,001	392,127	415,532	415,370	455,669
Rail³					
Atlantic Provinces	9,213	7,790	3,665	1,298	1,431
Quebec	104,275	97,481	88,307	73,272	76,524
Ontario	147,621	130,747	113,272	96,472	89,671
Manitoba	17,685	17,806	17,962	18,227	27,633
Saskatchewan	6,710	7,429	4,410	3,409	4
Alberta	1,763	2,095	1,490	1,517	4
British Columbia	48,130	43,437	39,637	33,684	35,141
Yukon Territory	7,464	10,533	10,784	12,460	14,174
Canada	342,861	317,318	279,527	240,339	244,574
Boat					
Atlantic Provinces	4,832	4,451	5,606	4,373	4,490
Quebec	5,734	6,499	7,103	6,675	10,609
Ontario	221,443	268,638	294,444	319,857	347,987
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	99,864	139,757	132,140	134,807	333,409
Yukon Territory ¹	4	7	12	1	3
Canada	331,877	419,352	439,305	465,713	696,498

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Exclusive of local bus traffic between border communities but including in transit traffic.

³ After deducting in transit passengers across Southern Ontario.

⁴ No direct entries reported in 1962.

**TABLE 21. Number of Foreign Travellers Entering Canada from the United States, by
Non-automobile Transportation, by Month of Entry, 1958-62**

Month	1958	1959	1960	1961	1962
Aeroplane¹					
January	20,640	21,549	25,235	26,002	28,371
February	19,607	21,082	23,556	21,863	25,613
March	22,795	23,477	25,766	28,301	27,881
April	24,344	29,322	27,858	30,214	33,412
May	33,269	38,024	37,504	40,339	42,976
June	42,833	49,525	52,499	54,701	58,116
July	43,007	53,543	52,068	57,242	56,448
August	46,384	54,407	53,220	66,430	60,000
September	34,902	43,925	47,324	57,892	49,353
October	32,773	37,544	36,532	40,751	40,743
November	24,092	29,910	27,065	30,960	31,471
December	23,391	28,938	26,188	30,824	28,124
Totals	368,037	431,246	434,815	485,519	482,508
Bus²					
January	12,689	12,221	12,793	15,475	13,610
February	9,721	12,858	13,633	18,710	15,986
March	13,718	13,255	13,316	15,789	15,070
April	23,025	25,653	26,543	22,848	26,994
May	35,350	37,105	39,377	36,593	39,723
June	46,726	46,264	48,115	47,360	53,729
July	69,870	75,010	84,406	76,612	83,127
August	74,284	71,477	72,389	72,837	84,550
September	27,807	42,747	40,636	44,138	52,425
October	24,417	22,097	27,840	26,384	29,406
November	16,933	17,483	19,400	20,541	21,529
December	15,461	15,957	17,084	18,083	19,520
Totals	370,001	392,127	415,532	415,370	455,669

See footnotes at end of table.

TABLE 21. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1958 - 62 - Concluded

Month	1958	1959	1960	1961	1962
Rail (Gross entries)					
January	50,607	52,460	46,779	35,777	38,840
February	45,436	39,856	43,475	33,747	31,018
March	35,558	39,730	37,265	31,631	29,286
April	44,950	39,940	42,161	37,161	34,035
May	50,171	47,382	46,280	40,677	36,592
June	69,394	64,180	61,050	51,058	56,773
July	80,513	77,256	73,265	62,909	72,670
August	82,379	74,504	69,347	63,941	65,828
September	51,542	49,280	50,524	44,723	46,292
October	42,922	40,886	39,218	37,843	32,365
November	39,624	41,120	31,827	29,514	30,002
December	57,896	55,655	48,958	43,212	43,069
Totals	650,992	622,249	590,149	512,193	516,770
Rail (Net entries)¹					
January	22,276	21,262	17,996	14,420	13,220
February	26,335	18,564	19,110	14,264	13,200
March	17,270	18,736	15,847	13,226	11,399
April	20,148	17,684	17,165	14,011	13,167
May	26,516	24,060	21,899	19,207	16,474
June	40,709	38,859	33,899	26,777	30,787
July	49,657	48,717	41,498	38,129	45,655
August	48,499	43,214	36,231	33,712	35,859
September	26,843	25,623	22,979	20,371	20,529
October	20,396	20,335	17,804	17,272	13,925
November	18,461	17,491	13,499	11,825	12,015
December	25,751	22,773	21,600	17,125	18,344
Totals	342,861	317,318	279,527	240,339	244,574
Boat					
January	1,815	2,395	651	851	277
February	1,691	1,697	1,227	1,476	503
March	2,174	2,952	1,782	236	824
April	3,669	1,579	1,680	1,276	1,369
May	20,406	21,709	17,852	19,759	42,624
June	34,932	59,503	60,599	61,040	112,308
July	90,942	130,830	133,043	138,039	194,106
August	121,662	131,092	140,063	149,699	216,968
September	38,947	53,680	63,290	74,481	103,381
October	10,300	10,905	15,015	15,360	21,605
November	3,007	1,737	3,008	2,796	2,053
December	2,332	1,273	1,095	700	480
Totals	331,877	419,352	439,305	465,713	696,498

¹ Including traffic in transit to and from Alaska.² Exclusive of local bus traffic between border communities but including in transit traffic.³ After deducting in transit passengers.

TABLE 22. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-entry into Canada, 1958 - 62

Province of re-entry	1958	1959	1960	1961	1962
Length of stay — 24 hours or less					
Atlantic Provinces	1,671,214	1,717,825	1,841,852	1,883,640	1,872,867
Quebec	1,116,431	1,080,609	1,031,255	1,098,335	1,054,946
Ontario	3,019,548	2,999,515	3,092,997	3,038,938	3,057,106
Manitoba	141,089	143,471	158,501	169,244	163,065
Saskatchewan	82,622	78,496	79,151	79,475	72,246
Alberta	44,593	43,520	53,403	59,184	59,933
British Columbia	707,686	789,200	884,711	932,913	862,118
Yukon Territory	1,385	1,271	437	535	2,374
Canada	6,784,568	6,853,907	7,142,307	7,262,264	7,144,655¹
Length of stay — Over 24 hours					
Atlantic Provinces	149,265	167,829	142,266	124,692	135,078
Quebec	367,941	369,228	378,173	381,967	349,027
Ontario	471,324	510,873	535,481	545,361	432,570
Manitoba	73,387	79,138	79,710	79,052	69,393
Saskatchewan	31,911	32,202	33,191	29,542	23,242
Alberta	44,718	42,005	46,410	39,212	28,705
British Columbia	235,323	250,477	268,234	266,314	229,889
Yukon Territory	386	475	607	678	952
Canada	1,374,255	1,452,227	1,484,072	1,466,818	1,268,856
Commercial vehicles					
Atlantic Provinces	115,691	118,302	142,236	129,650	128,626
Quebec	147,609	143,197	160,623	165,244	169,100
Ontario	218,691	255,144	256,356	256,107	249,635
Manitoba	26,559	32,469	34,293	34,078	26,661
Saskatchewan	8,037	8,476	7,927	7,357	7,168
Alberta	11,229	9,435	11,995	9,653	9,804
British Columbia	38,880	41,955	41,659	48,598	38,819
Yukon Territory	511	419	190	260	731
Canada	567,207	609,397	655,279	650,947	630,544

¹ Includes 10,820 motorcycles, 67,185 bicycles and 164,480 taxis in 1962.

TABLE 23. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-entry into Canada, 1958-62

Month	1958	1959	1960	1961	1962
Length of stay — 24 hours or less					
January	420,733	403,501	436,748	437,343	436,864
February	374,721	394,839	418,745	426,884	417,895
March	486,951	501,240	464,460	514,888	523,123
April	564,198	541,723	589,616	587,447	612,681
May	611,769	648,348	653,732	638,347	625,092
June	634,245	637,943	648,691	696,779	693,298
July	756,732	857,868	880,880	873,768	833,514
August	812,532	774,985	783,444	792,309	755,937
September	627,393	608,749	639,676	653,087	657,205
October	550,348	543,864	619,552	617,331	574,909
November	477,600	455,063	513,396	511,640	499,772
December	467,346	485,784	493,367	512,441	514,365
Totals	6,784,568	6,853,907	7,142,307	7,262,264	7,144,655¹
Length of stay — Over 24 hours					
January	52,324	51,856	52,940	57,648	54,909
February	43,904	48,679	47,288	50,217	48,633
March	68,268	84,997	56,104	64,298	62,537
April	103,708	86,072	111,585	114,360	112,026
May	100,646	116,685	115,287	113,685	103,162
June	111,402	108,328	112,445	116,070	104,009
July	220,317	242,715	268,408	255,003	207,629
August	264,661	282,549	262,222	248,657	209,881
September	141,916	160,793	162,850	157,137	136,452
October	126,082	124,637	140,106	135,650	106,976
November	77,465	73,674	84,299	81,661	62,320
December	63,562	71,242	70,538	72,432	60,322
Totals	1,374,255	1,452,227	1,484,072	1,466,818	1,268,856
Commercial vehicles					
January	53,973	55,089	65,213	63,709	71,629
February	50,981	49,554	62,903	59,401	64,389
March	48,366	48,310	56,294	51,504	53,617
April	41,696	45,977	44,531	44,649	44,901
May	45,720	48,937	51,639	48,634	50,170
June	44,326	51,730	54,786	52,677	47,701
July	45,251	52,703	52,054	55,663	49,356
August	43,880	49,054	54,604	57,591	51,811
September	46,349	52,545	53,617	52,963	47,309
October	50,309	53,258	54,062	54,854	52,167
November	43,144	47,151	50,702	51,727	47,154
December	53,212	55,089	54,874	57,575	50,340
Totals	567,207	609,397	655,279	650,947	630,544

¹ Includes 10,820 motorcycles, 67,185 bicycles and 164,480 taxis in 1962.

TABLE 24. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1958-62

Province of re-entry	1958	1959	1960	1961	1962
Aeroplane					
Atlantic Provinces.....	11,624	13,892	15,692	18,013	16,914
Quebec.....	102,758	120,259	128,810	130,288	142,136
Ontario.....	180,921	209,493	224,978	239,855	251,614
Manitoba.....	8,016	10,331	11,717	11,684	13,005
Saskatchewan.....	1,164	1,626	853	1,446	1,584
Alberta.....	7,984	12,180	14,370	9,081	8,701
British Columbia.....	47,619	53,929	54,722	47,030	50,696
Yukon Territory.....	1,020	932	386	304	428
Canada.....	361,106	422,642	451,528	457,701	485,078
Bus¹					
Atlantic Provinces.....	10,042	10,284	9,487	9,223	8,597
Quebec.....	77,139	81,697	88,444	82,655	90,395
Ontario.....	223,230	226,642	228,005	216,076	191,272
Manitoba.....	27,385	23,244	21,720	20,920	17,407
Saskatchewan.....	141	145	373	330	340
Alberta.....	4,302	4,652	3,878	3,971	3,684
British Columbia.....	92,846	90,029	93,158	97,412	131,821
Yukon Territory.....	23	—	156	213	143
Canada.....	435,108	436,693	445,221	430,800	443,659
Rail					
Atlantic Provinces.....	12,096	9,766	4,110	1,551	1,534
Quebec.....	129,716	117,452	104,116	91,633	84,481
Ontario.....	180,553	172,955	154,073	120,274	114,938
Manitoba.....	18,716	18,216	16,806	15,670	14,656
Saskatchewan.....	3,154	2,260	2,146	907	—
Alberta.....	—	—	—	79	—
British Columbia.....	60,122	58,546	49,516	34,790	34,258
Yukon Territory.....	1,023	1,323	1,629	1,684	1,056
Canada.....	405,380	380,518	332,396	266,588	250,923
Boat					
Atlantic Provinces.....	16,335	15,031	12,147	8,503	8,276
Quebec.....	3,370	3,351	5,402	4,488	6,401
Ontario.....	65,954	81,293	86,914	80,780	75,296
Manitoba.....	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta.....	—	—	—	—	—
British Columbia.....	30,834	24,710	19,053	16,423	24,660
Yukon Territory.....	23	29	37	38	44
Canada.....	116,516	124,414	123,553	110,232	114,677

¹ Exclusive of local bus traffic between border communities.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1958 - 62

Month	1958	1959	1960	1961	1962
Aeroplane					
January	31,634	32,882	40,997	38,746	43,887
February	26,087	29,644	36,164	29,804	38,080
March	33,142	41,929	42,749	47,106	52,289
April	37,011	42,302	46,990	48,466	53,644
May	31,042	37,389	38,820	36,550	44,068
June	27,512	32,701	34,092	35,826	36,683
July	27,060	30,391	33,395	33,995	32,424
August	33,650	36,566	38,397	38,975	39,630
September	27,229	36,968	38,371	36,603	38,831
October	33,550	37,783	39,165	41,473	39,446
November	28,623	32,785	32,267	35,208	34,415
December	24,566	31,302	30,121	34,949	31,681
Totals	361,106	422,642	451,528	457,701	485,078
Bus¹					
January	21,365	23,679	24,306	24,305	23,024
February	19,253	20,529	20,830	22,891	21,242
March	23,868	31,462	24,173	25,545	29,599
April	35,225	32,551	38,820	37,553	39,699
May	38,654	37,806	41,169	38,887	43,706
June	51,728	50,715	52,351	51,940	54,407
July	59,037	55,455	57,540	54,385	58,590
August	67,281	63,717	59,814	55,968	56,110
September	39,566	39,174	40,074	40,249	39,820
October	33,137	34,698	35,175	31,976	34,392
November	23,484	23,339	27,509	22,575	21,187
December	22,510	23,568	23,460	24,526	21,883
Totals	435,108	436,693	445,221	430,800	443,659

See footnote at end of table.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1958-62 — Concluded

Month	1958	1959	1960	1961	1962
Rail (Gross entries)					
January	32,926	34,258	31,180	25,482	23,164
February	24,971	26,242	25,466	18,782	15,633
March	29,087	36,606	26,556	19,900	17,382
April	39,124	31,447	37,403	28,156	27,229
May	30,075	29,555	24,651	18,258	17,802
June	28,505	25,608	21,803	18,462	19,180
July	40,005	36,596	33,185	27,210	26,436
August	52,799	43,233	37,076	30,873	29,671
September	33,428	30,284	25,873	21,279	20,051
October	34,758	31,418	26,043	21,976	19,768
November	26,451	26,142	19,705	15,536	15,679
December	33,251	29,129	23,455	20,674	18,928
Totals	405,380	380,518	332,396	266,588	250,923
Rail (Net entries)²					
January	32,421	33,920	30,770	25,142	21,877
February	24,613	25,907	25,156	18,413	14,840
March	28,640	36,189	26,255	19,423	16,385
April	38,487	30,920	36,891	27,781	25,749
May	29,541	29,102	24,285	17,891	16,751
June	28,017	25,223	21,488	18,006	17,938
July	39,543	36,065	32,855	26,735	24,725
August	52,336	42,774	36,650	30,199	28,047
September	32,968	29,871	25,434	20,324	18,839
October	34,353	31,009	25,663	21,385	18,717
November	26,050	25,739	19,315	14,786	14,877
December	32,785	28,685	23,107	19,157	17,525
Totals	399,754	375,404	327,849	259,242	236,270
Boat					
January	2,748	2,295	1,370	1,091	774
February	3,647	3,006	1,479	1,247	1,257
March	3,777	4,307	941	765	1,261
April	5,351	2,651	2,089	1,951	3,369
May	5,224	5,719	3,946	4,627	6,160
June	9,430	13,720	12,244	9,783	12,204
July	26,004	33,524	34,914	29,199	23,247
August	34,560	34,107	40,492	36,103	41,915
September	12,868	14,365	17,131	15,549	16,732
October	5,017	6,040	4,211	4,937	5,485
November	4,667	2,888	2,796	2,404	1,468
December	3,223	1,792	1,940	2,576	805
Totals	116,516	124,414	123,553	110,232	114,677

¹ Exclusive of local bus traffic between border communities.

² After deducting in transit passengers.

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Canada Year Book of Statistics

TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1963



DOMINION BUREAU OF STATISTICS
National Accounts and Balance of Payments Division
Balance of Payments Section

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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- r revised figures.

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Introductory Review of Travel Between Canada and Other Countries

The most significant aspect of travel between Canada and other countries during 1963 was the appearance of a balance of payments surplus on travel account, the first surplus since 1950. It seems apparent, therefore, that both the devaluation of the Canadian dollar in terms of United States currency and the reduction in the value of merchandise exempt from customs duties still had considerable effect on travel between Canada and other countries in 1963. These two measures, which were introduced in May and June of 1962, respectively, continued to influence international travel, especially between Canada and the United States.

The aggregate of receipts from residents of other countries travelling in Canada during 1963 amounted to \$609 million, an increase of \$47 million or 8.4 per cent from last year's total of \$562 million. The total comprised \$549 million from residents of the United States and \$60 million from residents of other countries, both increases over the figures for 1962. The greater part of the over-all increase in receipts was due to a \$37 million or 7.2 per cent gain in receipts from United States travellers. However, receipts from overseas visitors also experienced a substantial increase, rising from \$50 million in 1962 to \$60 million in 1963.

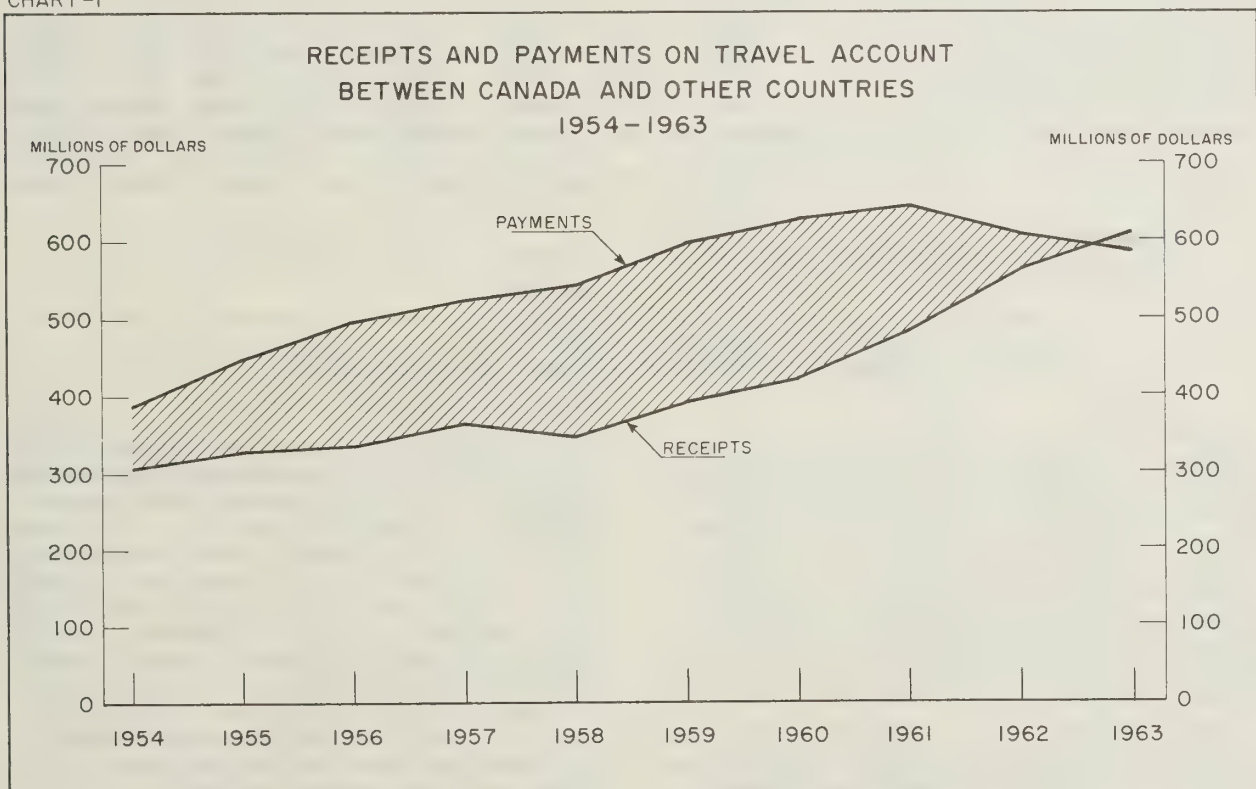
At the same time, Canadian expenditures on foreign travel dropped from \$605 million in 1962 to

\$585 million in 1963, a decline of \$20 million or 3.3 per cent. This marks the second year in a row that aggregate expenditures by Canadians on foreign travel have declined. Between the years 1949 and 1961, Canadian expenditures on travel in other countries had experienced an uninterrupted upward trend. This continuity was broken in 1962 when the first decrease since 1948 was recorded.

Payments for travel in the United States (including Hawaii) in 1963 came to \$388 million, a drop of \$31 million or 7.4 per cent in comparison with 1962. Travel expenditures in countries other than the United States, however, rose by \$11 million or 5.9 per cent to a new high of \$197 million.

As already mentioned, in 1963 Canada experienced the first balance of payments surplus on travel account since 1950. This surplus, amounting to \$24 million, represents a net increase in receipts of some \$67 million from last year's deficit of \$43 million. The surplus on travel account with the United States, a record \$161 million, represented an increase of \$68 million or 73.1 per cent from the surplus in 1962. However, this surplus with the United States was somewhat offset by a deficit of \$137 million with other countries, resulting in the net surplus of \$24 million.

CHART - I



United States Travel in Canada

United States residents travelling in Canada during 1963 spent a record \$548.9 million, representing an increase of \$36.5 million or 7.1 per cent in comparison with 1962. Gains were recorded in each of the four quarters, with the largest gain appearing in the third quarter when visitor spending rose by \$21.3 million or 7.6 per cent. Sizeable gains were registered in the remaining quarters as well, amounting to \$3.2 million or 7.6 per cent in the first, \$3 million or 2.8 per cent in the second and \$9 million or 10.8 per cent in the fourth quarter.

As the number of United States travellers to Canada increased only slightly from the 1962 volume, most of the increase in receipts from United States residents can be attributed to the 6.4 per cent

increase in the average expenditure per United States resident visiting Canada. The number of trips made by United States residents in 1963 stood at 31.9 million, a very slight increase of 0.2 million or 0.6 per cent in comparison with 1962 data. A quarterly analysis of the volume of traffic shows that entries declined in the first half but increased during the second half of 1963. Entries during the first quarter were 90,000 or 2.4 per cent less than in the same quarter of 1962, while the number of United States residents entering Canada during the second quarter fell by 158,000 or 2 per cent to 7,555,000. On the other hand, some 15,271,000 United States residents visited Canada during the third quarter, 158,000 or 1 per cent more than in 1962. Furthermore, fourth quarter entries, at 5,353,000, represented an increase of 299,000 or 5.9 per cent.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1960-63

Type of transportation	Number of persons				Expenditures			
	1960	1961	1962	1963 ¹	1960	1961	1962	1963 ¹
	thousands				millions of dollars			
Automobile:								
One or more nights in Canada	7,581	8,006	8,559	9,014	194.6	242.2	293.0	328.8
Entering and leaving same day	10,763	11,288	11,733	12,379	25.3	24.9	30.0	32.1
Repeat trips on standing (L) permits	4,927	4,694	4,309	3,737	—	—	—	—
Totals	23,271	23,988	24,601	25,130	219.9	267.1	323.0	360.9
Non-automobile:								
Plane	435	486	483	487	52.7	63.4	65.5	68.5
Bus	416	415	456	512	31.6	34.3	41.1	54.4
Rail	590	512	517	445	30.7	29.1	31.4	30.2
Boat	439	466	696	508	18.2	20.4	26.1	10.4
Other	4,504	4,607	4,903	4,783	22.0	21.0	25.3	24.5
Totals	6,384	6,486	7,055	6,735	155.2	168.2	189.4	188.0
Grand totals	29,655	30,474	31,656	31,865	375.1	435.3	512.4	548.9

¹ Subject to revision.

United States Travel in Canada by Types of Transportation

Data on United States automobile traffic shown in Statements 1, 2, and 3 are presented in a revised format for 1963. The volume of automobile traffic has been classified and is shown under the headings of "one or more nights in Canada", "entering and leaving the same day" and "repeat trips on standing (L) permits". In order to facilitate comparisons with previous years, data on the volume of United States automobile traffic for the years 1960-1962 have been revised for presentation in the new format.

As in previous years, non-residents entering Canada by automobile constitute the largest group of visitors by type of transportation. Furthermore, this group of travellers also accounts for most of the

receipts. During 1963, the number of visits by United States residents who travelled to Canada by car amounted to 25,130,000, representing an increase of 529,000 or 2.2 per cent over the 1962 volume. Besides the higher volume, a larger average outlay per person resulted in a total expenditure of \$360.9 million, an increase of \$37.9 million or 11.7 per cent. In comparison with 1962, increases were noted in all four quarters. The largest increase, amounting to \$25.8 million or 14.5 per cent, occurred in the third quarter, while the first quarter experienced a rise of \$3.7 million or 15.8 per cent. Increases in the second and fourth quarters amounted to \$3.0 million or 4.7 per cent and \$5.4 million or 9.5 per cent, respectively. The volume of automobile

visitors reached a peak in the third quarter of 1963, amounting to some 12,373,000 entries, 181,000 or 1.5 per cent more than in the same period last year. Increases were also noted for the second and fourth quarters. Entries during the second quarter advanced by 201,000 or 3.4 per cent, while the number of

automobile visitors during the fourth quarter represented an increase of 162,000 or 4.3 per cent in comparison with 1962. The first quarter was the only quarter to register a decline in the volume of automobile visitors, as entries were some 15,000 or 0.6 per cent below the corresponding 1962 volume.

**STATEMENT 2. Number of Non-residents Entering Canada from the United States,
compiled Quarterly, 1963**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
One or more nights in Canada	706	1,846	5,247	1,215	9,014
Entering and leaving same day	1,383	3,349	5,732	1,915	12,379
Repeat trips on standing (L) permits	567	950	1,394	826	3,737
Totals	2,656	6,145	12,373	3,956	25,130
Non-automobile:					
Plane	87	128	165	107	487
Bus	49	135	259	69	512
Rail	89	109	152	95	445
Boat	1	96	384	27	508
Other	803	942	1,939	1,099	4,783
Totals	1,029	1,410	2,899	1,397	6,735
Grand totals	3,685	7,555	15,272	5,353	31,865

United States residents who travelled to Canada by plane in 1963 numbered 487,000, compared with 483,000 in 1962, an increase of 4,000 or 0.8 per cent. These travellers spent \$68.5 million, representing an increase of \$3.0 million or 4.6 per cent over 1962. Receipts in the third quarter advanced by \$1.4 million or almost 5 per cent and the fourth quarter showed a gain of \$1.3 million, or between 11 and 12 per cent. Similarly, expenditures by plane travellers in the first quarter increased by \$0.9 million or close to 11 per cent. However, receipts

in the second quarter experienced a decline of \$0.6 million or 3.4 per cent in comparison with the same period of last year. The fourth quarter registered the most significant gain in volume, accounting for 7,000 or 7 per cent more arrivals than in the same period of 1962. Entries were also higher during the first quarter, rising from 82,000 to 87,000, an increase of about 6 per cent. The volume of plane travel experienced a drop of 7,000 or 5.2 per cent in the second quarter and a decline of 1,000 or 0.6 per cent in the third.

**STATEMENT 3. Expenditures of Non-residents Entering Canada from the United States,
compiled Quarterly, 1963¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
One or more nights in Canada	23.4	58.8	190.7	56.0	328.9
Entering and leaving same day	3.7	8.5	13.4	6.4	32.0
Totals	27.1	67.3	204.1	62.4	360.9
Non-automobile:					
Plane	9.3	16.8	29.7	12.7	68.5
Bus	2.5	13.9	32.0	6.0	54.4
Rail	3.2	6.4	15.7	4.9	30.2
Boat	0.1	1.6	8.0	0.7	10.4
Other ²	3.3	4.8	10.8	5.6	24.5
Totals	18.4	43.5	96.2	29.9	188.0
Grand totals	45.5	110.8	300.3	92.3	548.9

¹ Subject to revision.

² Includes \$6 million paid to Canadian carriers by U.S. residents in transit.

United States residents travelling to Canada by bus in 1963 numbered 512,000, marking an increase in volume of 56,000 persons or 12.3 per cent. Their expenditures also showed a substantial increase, rising from \$41.1 million in 1962 to \$54.4 million in 1963, an advance of \$13.3 million or 32.4 per cent. Receipts recorded gains in each quarter except the first, when payments by bus travellers declined by \$0.5 million or 16.7 per cent to \$2.5 million. The second quarter recorded the largest percentage increase in receipts, amounting to \$6.1 million or 78.2 per cent, while payments by bus travellers in the third quarter increased some \$6.5 million or 25.5 per cent. Moreover, the fourth quarter also experienced a gain of \$1.2 million or 25 per cent. The largest increase in the volume of travel by bus occurred in the third quarter when entries by this means of transportation increased by some 39,000 or 17.7 per cent. Entries were also higher in the first half of the year — 4,000 or nearly 9 per cent in the first quarter and 15,000 or between 12 and 13 per cent in the second quarter. However, the number of non-residents entering Canada by bus during the fourth quarter represented a decline of 2,000 or 2.8 per cent when compared with 1962 data.

Non-resident entries from the United States by rail came to 445,000 in 1963 (inclusive of 228,000 in transit passengers across Southern Ontario), a drop of 72,000 persons or close to 14 per cent below the 1962 figure. Net entries by rail (excluding in transit passengers across Southern Ontario) amounted to 217,000 as compared to 245,000 in 1962, a decrease of 28,000 or 11.4 per cent. Expenditures by this group of travellers amounted to \$30.2 million, a decline of \$1.2 million or 3.8 per cent. A quarterly examination of receipts reveals that the second quarter experienced a gain of \$0.6 million or 10.3 per cent, while the fourth quarter registered a rise of \$1.2 million or 32.4 per cent. However, expenditures were lower in the other two quarters, with a decrease of \$0.6 million or 15.8 per cent in the first quarter and \$2.4 million or 13.3 per cent in the third. On the other hand, the volume of travel by rail registered decreases in all four quarters. The first quarter experienced a drop of 10,000 persons or 10.1 per cent, while the number of persons travelling to Canada by rail during the second quarter declined by 18,000 or 14.2 per cent. The third quarter displayed the most significant drop in volume, accounting for 33,000 or nearly 18 per cent fewer arrivals than in the same quarter of 1962. Entries by rail also experienced a drop of 11,000 or 10.4 per cent during the fourth quarter.

Travellers from the United States who entered Canada by boat amounted to 508,000 in 1963, representing a substantial decline of 188,000 persons or 27 per cent below last year's volume. This large decline should be viewed with some reservation, however, as last year's volume of 696,000 included many boat trips to Victoria, on Vancouver Island, by United States residents who were visiting the World's Fair in Seattle, Washington

during 1962. Expenditures by boat travellers in 1963 came to \$10.4 million, a reduction of \$15.7 million from 1962. The most pronounced declines in receipts from boat travellers appeared in the second and third quarters when payments dropped \$4.9 million and \$10.2 million, respectively. Similarly, the largest reductions in the volume of boat travel occurred during the second and third quarters. Entries by boat in the second quarter declined by about 60,000 or 38.5 per cent, while the number of boat travellers during the third quarter represented a drop of 130,000 persons or 25.3 per cent. Entries were also lower by 1,000 or 50 per cent in the first quarter. The only quarter to register an increase in volume was the fourth quarter. Arrivals by boat in this quarter increased by some 3,000 or between 12 and 13 per cent.

Entries of non-residents into Canada from the United States by "other" modes of transportation declined from 4,903,000 in 1962 to 4,783,000 in 1963, a drop of 120,000 or between 2 and 3 per cent. Their payments showed a decrease of \$0.8 million or 3.2 per cent in comparison with 1962. In the first quarter, the volume of travel by these means experienced a drop of 73,000 persons or 8.3 per cent and spending was down some \$0.2 million or 5.7 per cent. Visits in the second quarter declined by 289,000 persons or between 23 and 24 per cent, and receipts fell by \$1.2 million or 20 per cent. Although travel by "other" means increased by 102,000 or 5.6 per cent in the third quarter and 140,000 or 14.6 per cent in the fourth, expenditures did not increase sufficiently to bring about a gain for the year. "Other" travellers spent only \$0.2 million or about 2 per cent more during the third quarter and \$0.4 million or 7.7 per cent more in the fourth quarter.

In summary, total entries of non-residents by rail (excluding in transit passengers across Southern Ontario), boat, bus, plane, and "other" forms of transportation for the year 1963 came to 6,507,000, a decline of 276,000 or approximately 4 per cent from 1962. Expenditures by this group of non-automobile travellers totalled \$188 million, a slight drop of \$1.4 million or 0.7 per cent from the 1962 total. Receipts and volume both experienced declines during the first quarter, amounting to \$0.5 million or 2.6 per cent and 75,000 or 6.8 per cent, respectively. Although the volume of non-automobile visitors declined by 359,000 or 20.3 per cent in the second quarter, expenditures by this group during this period represented no change from the previous year.

Expenditures as well as volume experienced a decline during the third quarter. The former decreased by \$4.5 million or between 4 and 5 per cent while the latter declined by some 23,000 or 0.8 per cent. On the other hand, the fourth quarter showed gains over 1962 data, as non-automobile entries advanced by 137,000 or close to 11 per cent, and payments rose by \$3.6 million or 13.7 per cent.

**STATEMENT 4. Pleasure Craft Entering Canada on Cruising Permits,¹
classified by Length of Stay, July - December, 1963**

Province of entry	Third quarter			Fourth quarter		
	Entering and leaving same day	One or more nights in Canada	Total	Entering and leaving same day	One or more nights in Canada	Total
Atlantic Provinces	17	99	116	8	3	11
Quebec	2,050	482	2,532	431	—	431
Ontario	26,935	16,551	43,486	2,795	688	3,483
British Columbia.....	113	5,332	5,445	12	63	75
Canada	29,115	22,464	51,579	3,246	754	4,000

¹ A cruising permit is issued to each foreign pleasure craft entering Canada on own power.

During 1963, an attempt was made to secure information as to the number of pleasure craft entering Canada on their own power from the United States. Data in Statement 4 show the number of pleasure craft entering Canada on cruising permits during the last half of 1963. It will be noted that of

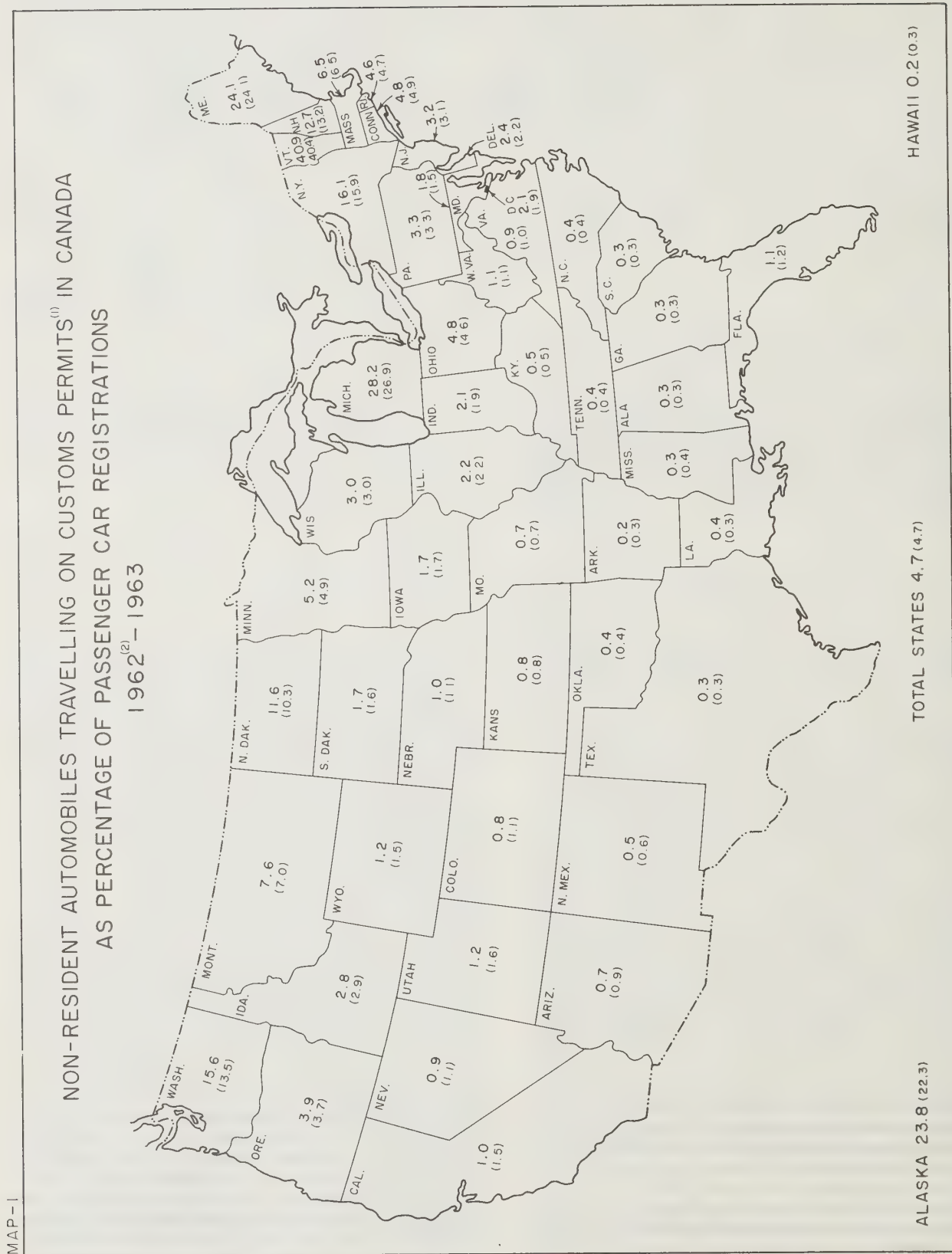
the total number of pleasure craft entering Canada in the second half of 1963, close to 60 per cent were classified as short-term. Furthermore, a large percentage of pleasure craft entered Canada by way of Quebec and Ontario ports.

Analysis of United States Motor Traffic by State of Origin

Passenger car registrations in the United States during 1963 amounted to 68,683,005, a gain of 3,034,044 or 4.6 per cent over the 1962 total. In Map 1, the number of non-resident vehicles remaining in Canada for one or more nights are presented as a percentage of the number of automobiles registered in that state. During 1963, the over-all proportion of entries to registrations in the United States amounted to 4.7 per cent, the same as in 1962. Once again, Vermont showed the highest ratio of entries to registrations with 40.9 per cent, about 0.5 per cent higher than in 1962. Other states showing relatively high ratios were Maine and New York, with 24.1 and 16.1 per cent, respectively, about the same as in 1962. There were notable changes, in 1963, in a number of states, all of which were border states. Thus, the ratio of entries to registrations increased from 26.9 per cent to 28.2 per cent for Michigan, from 13.5 per cent to 15.6 per cent for Washington, from 10.3 per cent to 11.6 per cent for North Dakota, from 7.0 per cent to 7.6 per cent for Montana, and from 4.9 per cent to 5.2 per cent for Minnesota. On the other hand, the ratio of entries to registrations decreased from 13.2 per cent to 12.7 per cent for New Hampshire. The remaining states maintained roughly the same ratio, with the lowest being 0.2 per cent for both Arkansas and Hawaii.

United States automobile traffic entering Canada is classified according to state of origin and grouped by regions. Data for 1963 are shown in

Table 10. It should be noted that this data pertain to long-term visits of one or more nights in Canada. Compilations show that there were 3,272,599 entries in 1963, with the largest group originating in the North-Eastern region of the United States. In 1963, some 1,375,265 foreign entries or 42 per cent of the total originated in this area. Although this marked a slight gain in volume over the 1962 figure, it was about 0.7 per cent lower as a percentage of the total. Some of the more important states included in this region are New York with 798,606 entries, Pennsylvania with 136,864 entries, and Massachusetts with 114,954 entries. The Great Lakes region accounted for 1,247,475 entries or 38 per cent of the total, a rise in both cases over comparable 1962 data. The state of Michigan, with 891,905 entries, comprises a major part of this figure. Next in order was Ohio, with 192,676 entries. Foreign automobiles originating from the West Coast region numbered 303,153, a slight increase in volume of 1,323 but a decrease in percentage (of total entries) of 0.5 per cent. Non-resident automobiles registered in the West Coast region of the United States were chiefly from Washington, numbering 191,185 in 1963, while cars from California numbered 79,603. Some 127,033 vehicles were from the North-Western area of the United States, representing an increase of 11,995 in volume while, in percentage, it remained at about the same level as in 1962, i.e., 3.9 per cent of total entries compared with 3.7 per cent in 1962. The bulk of the entries in



(1) ONE OR MORE NIGHTS IN CANADA.

(2) 1962 FIGURE IN BRACKET.

that region originated in Minnesota, with 74,827 entries reported. Finally, cars from remaining states and foreign countries not specified amounted to 219,672, a slight gain in volume of 4,791 over 1962 but representing 6.7 per cent of the total entries as compared with 6.9 per cent in 1962.

A more detailed analysis of non-resident automobile traffic in Canada for one or more nights (excluding standing (L) permits and extensions) is given in Table 8, by province of entry as well as state of origin. Vehicles originating in the state of Michigan continued to account for the largest proportion, i.e., 27.3 per cent of total entries, a slight increase as compared with 1962. Close to 99 per cent of these automobiles entered via Ontario ports and accounted for 37.7 per cent of the total long-term traffic entering that province. The second largest group of entries originated in the state of New York, i.e., 24.2 per cent, roughly the same proportion as in 1962. The majority (86 per cent) of New York cars entered via ports in Ontario. Furthermore, these cars represented 29.2 per cent of all foreign vehicles entering that province in 1963. In addition, about 12 per cent of the cars from New York State entered Canada at border points in Quebec and accounted for 28.4 per cent of the foreign cars entering through that province. Next, in order of importance, were automobiles from the state of Ohio, amounting to 5.9 per cent of the total entries into Canada. Most of these (95 per cent) entered via ports in Ontario. Vehicles from the state of Washington accounted for 5.8 per cent of total car entries, with 96 per cent entering via British Columbia ports. Vehicles from Pennsylvania represented 4.2 per cent of the total traffic, with 86 per cent of the cars crossing at Ontario border points. Cars from Massachusetts accounted for 3.5 per cent of all cars entering Canada but the entries were distributed more evenly with 41 per cent entering via Quebec ports, 30 per cent via Ontario ports, and 25 per cent via New Brunswick ports.

Data on non-resident automobile traffic (exclusive of standing (L) permits and extensions) remaining in Canada two or more nights are shown in Table 9. These data reveal that cars from the state of New York represented 19.1 per cent of the total traffic, that vehicles from Michigan accounted for 18.2 per cent, that Ohio cars amounted to 7.4 per cent, that cars from Washington state represented some 7.1 per cent of the total, and those from Pennsylvania 5.5 per cent. The above percentages were all approximately the same as in 1962, except for the state of Washington which showed an increase of 1.1 per cent.

A provincial breakdown of three-days and over traffic also reveals that 61.2 per cent of the total entries were recorded in Ontario, 13 per cent in Quebec, 12.6 per cent in British Columbia, and 5.7 per cent in New Brunswick. The percentage gain made by Ontario amounted to about 2 per cent in comparison with 1962 data.

An analysis, by province of entry, for three-days and over traffic reveals that 28.9 per cent of the automobiles which crossed into Canada via Ontario ports were from the state of Michigan, 24.3 per cent were from the state of New York, 11.4 per cent from the state of Ohio, and 7.5 per cent were from Pennsylvania. In each case, percentages were about the same as in 1962 except for New York which declined by about one percentage point. The largest group of foreign cars entering Quebec originated in the state of New York (26.4 per cent), with 17.2 per cent coming from Massachusetts, 8.3 per cent from Connecticut, and 8 per cent from New Jersey, about the same percentages as in 1962. Data for New Brunswick reveal that 28.2 per cent of foreign vehicles originated in Massachusetts, 23.7 per cent in Maine, 10.1 per cent in New York, and 8.2 per cent in Connecticut. Percentages were the same as in 1962 except for Maine, which was 1.3 percentage points higher in 1962.

Most of the United States vehicles entering Canada originate in the states forming the northern boundary with Canada, which in 1963 accounted for nearly 78.5 per cent of the total two-days and over traffic, compared with 77 per cent in 1962. When the Pacific Coast States of California and Oregon and the Atlantic Seaboard States of Massachusetts, Rhode Island, Connecticut, and New Jersey are considered in addition to the border states mentioned above, the percentage of entries rises to some 90 per cent, about the same as in 1962.

Data were also compiled on the average length of stay according to state of origin for vehicles remaining in Canada over 24 hours during 1963. Compilations show that vehicles from the North-Eastern States stayed 4.3 days on the average. In 1962, the length of stay averaged 4.4 days. A breakdown by states in this region shows the following averages: Maine and Massachusetts 6.0 days; Connecticut and Pennsylvania 5.4 days; Rhode Island 5.2 days; New Hampshire 4.8 days; New York 3.6 days; and Vermont 3.4 days.

Non-resident vehicles registered in the states forming the Great Lakes region remained an average of 3.9 days in Canada during 1963, about the same length of time as in 1962. Cars from Illinois stayed an average of 5.7 days, Ohio 5.6 days, Indiana 5.3 days, Wisconsin 5.1 days, and those from Michigan 3.3 days. These averages were reasonably comparable to those of 1962.

Foreign automobiles from the North-Western region stayed an average of 5.4 days in 1963, a drop of 0.5 days from 1962. A breakdown of states within this grouping reveals that automobiles from Montana remained 5.9 days, from Minnesota 5.4 days, and those from North Dakota 4.8 days. In 1962, corresponding figures were 6.2 days for Montana, 6.0 days for Minnesota, and 5.2 days for North Dakota.

Non-resident automobiles which averaged the longest stay were those from the West Coast area. They averaged 5.5 days, a slight rise of 0.2 days

over 1962. Cars from California recorded the longest stay of any state within this region with an average of 8.1 days in Canada, while the averages for Oregon and Washington were 6.2 days and 4.3 days, respectively. The average for California for 1963 was longer by 1.7 days from 1962, while cars from Oregon and Washington remained the same length of time. Non-resident cars registered in other remaining states averaged a stay lasting 6.4 days in 1963, the same as in 1962.

Information on the state of origin of non-resident travellers entering Canada from the United States by plane, bus, and rail (exclusive of in transit traffic) is given in Table 11. This was made possible through the utilization of a United States Department of Commerce survey. It should be noted that states with an estimate of fewer than 10,000 visitors are not listed separately but are included in the "other" category of their respective regions.

The largest proportion of non-automobile visitors (exclusive of boat) originated in the North-Eastern region of the United States, representing 445,000 or 38.3 per cent of the total entries. Similar data for 1962 are 425,000 entries and 37.8 per cent, respectively. Visitors from the state of New York accounted for the greatest volume within this region with 217,000 entries, up 3,000 from the 1962 figure. Next in importance were visitors from Pennsylvania, at 64,000, representing a substantial increase of 13,000 over 1962.

Non-automobile visitors from the Great Lakes area amounted to 262,000 in 1963, an increase of 6,000 over 1962. These visitors represented 22.6 per cent of the total entries, about the same as in

1962. Illinois accounted for the largest number of entries from this area with some 91,000 visitors, an increase of 9,000 in comparison with 1962. Ohio followed with 77,000 entries, 7,000 more than in 1962, and Michigan came next with 61,000 entries, a decrease of about 5,000 visitors from the corresponding 1962 total.

United States visitors to Canada from the West Coast States are estimated at 195,000, a marked decline of 11,000 from the 1962 figure of 206,000. These 195,000 visitors represented 16.8 per cent of the total entries in 1963. California led the way with 94,000 visitors. This, however, was a decrease of 19,000 entries from the previous year. On the other hand, the number of visitors from the state of Washington increased from 74,000 in 1962 to 79,000 in 1963.

The majority of entries into Canada from the states comprising the North-Western region were from Minnesota, which accounted for 63,000 of the 83,000 visitors originating in this area. The latter figure represents a substantial increase from the 1962 corresponding figure of 52,000 entries. Percentagewise, visitors from the North-Western region in 1963 represented 7.1 per cent of the total entries, compared with 4.6 per cent in 1962.

Remaining states accounted for an estimated 175,000 visitors or 15.1 per cent of the plane, bus, and rail travellers in 1963, a drop of some 11,000 entries in comparison with 1962 data. Some 25,000 entries from Texas were recorded, a drop of 1,000 visitors over 1962, while Missouri accounted for 17,000 visitors and Colorado for 13,000.

Destination Reported by United States Plane, Bus, and Rail Travellers

Data on the province of destination of visitors from the United States entering Canada by plane, bus, and rail (exclusive of in transit) are obtained from a survey made available by the United States Department of Commerce. Results are presented in Statement 5 for the five years 1959-63 and Statement 6 on a quarterly basis for 1963.

Total entries into Canada by the aforementioned means of transportation were estimated at 1,160,000, a slight increase of 35,000 over the previous year. Survey results show that 455,000 or 39.2 per cent of the entries were destined for the province of Ontario; in 1962, corresponding figures were 421,000 or 37 per cent. The next largest number, 214,000 or 18.4 per cent, had destinations in Quebec, slightly below the corresponding 1962 percentage. Some 171,000 or 14.7 per cent of these non-automobile visitors were estimated to have travelled to British Columbia, compared with 227,000 or 20.2 per cent in 1962. Estimates for the remaining provinces show that 138,000 or 11.9 per cent had been destined for

Alberta, 95,000 or 8.2 per cent for Manitoba, 65,000 or 5.4 per cent for the Atlantic Provinces, and 22,000 or 1.9 per cent for Saskatchewan. The most notable changes among these latter mentioned provinces were in the case of Manitoba and Alberta which increased their share of non-automobile visitors by about 3 and 2 per cent, respectively, over the 1962 percentage.

An analysis of non-resident entries by plane, bus, and rail according to destination, on a quarterly basis for 1963, was also made from data supplied by the United States Department of Commerce survey. The heaviest concentration appeared in the third quarter, with 486,000 or 41.9 per cent of the total arrivals. Some 31.3 per cent of this number had destinations in Ontario, 19.1 per cent in Quebec, 18.5 per cent in Alberta, 14.2 per cent in British Columbia, 8.2 per cent in the Atlantic Provinces, 7.2 per cent in Manitoba, and 1.5 per cent in Saskatchewan.

STATEMENT 5. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus, and Rail, 1959 - 63

Province of destination	1959	1960	1961	1962	1963
Atlantic Provinces	64,000	58,000	85,000	75,000	65,000
Quebec	262,000	232,000	237,000	218,000	214,000
Ontario	451,000	463,000	458,000	421,000	455,000
Manitoba	55,000	40,000	55,000	60,000	95,000
Saskatchewan	15,000	10,000	12,000	14,000	22,000
Alberta	66,000	78,000	83,000	110,000	138,000
British Columbia ³	160,000	186,000	154,000	227,000	171,000
Canada	1,073,000	1,067,000	1,084,000	1,125,000	1,160,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

³ Includes destinations in the Yukon and Northwest Territories.

STATEMENT 6. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus, and Rail, compiled Quarterly, 1963

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces	2,000	19,000	40,000	4,000	65,000
Quebec	35,000	49,000	93,000	37,000	214,000
Ontario	77,000	123,000	152,000	103,000	455,000
Manitoba	15,000	30,000	35,000	15,000	95,000
Saskatchewan	3,000	7,000	7,000	5,000	22,000
Alberta	6,000	26,000	90,000	16,000	138,000
British Columbia ³	27,000	45,000	69,000	30,000	171,000
Canada	165,000	299,000	486,000	210,000	1,160,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

³ Includes destinations in the Yukon and Northwest Territories.

Next in importance was the second quarter which accounted for 299,000 or 25.8 per cent of the total entries. A breakdown according to province of destination reveals that Ontario received 41.1 per cent, Quebec 16.4 per cent, British Columbia 15.1 per cent, Manitoba 10 per cent, Alberta 8.7 per cent, the Atlantic Provinces 6.4 per cent, and Saskatchewan 2.3 per cent.

In the fourth quarter, there were 210,000 entries of American travellers by plane, bus, and rail. This represented 18.1 per cent of the total entries for Canada. Ontario was the destination of 49.1 per cent of these travellers while Quebec accounted for 17.6 per cent and British Columbia for 14.3 per cent.

A breakdown of destinations reported to other provinces shows: 7.6 per cent for Alberta, 7.1 per cent for Manitoba, 2.4 per cent for Saskatchewan, and 1.9 per cent for the Atlantic Provinces.

The lowest proportion of plane, bus, and rail travellers entered Canada during the first quarter, amounting to 165,000 or 14.2 per cent of the total. Survey data show that 46.7 per cent of these were destined to Ontario. Quebec was specified by 21.2 per cent and British Columbia by 16.4 per cent. Manitoba accounted for 9.1 per cent of the first quarter figures, Alberta for 3.6 per cent, Saskatchewan for 1.8 per cent, and the Atlantic Provinces for 1.2 per cent.

Analysis of United States Motor Traffic by Ports of Entry and Exit

An analysis of the ports of entry and exit as stamped on surrendered travellers' vehicle permits yielded valuable information on preferred travel routes within Canada. This information, summarized in Table 3 and Statement 7, must be considered as minimal because it is not possible to determine what proportion of cars which enter and leave Canada through the same port have, in the interval, visited one or more of the other provinces.

In 1963, some 49,028 non-resident automobiles entered Canada via ports in the Atlantic Provinces and returned to the United States the day following date of entry, while 100,081 cars remained two or more nights. This makes a total of 149,109 non-resident automobiles which remained in Canada one or more nights after entering through ports in the Atlantic Provinces, an increase of 8,632 or about 6 per cent over 1962. Of this total, some 137,642 or 92.3 per cent returned to the United States by way of the Atlantic Provinces. Another 5,948 made the return journey via Quebec ports, while 5,406 exited via Ontario ports. The volume of traffic in the opposite direction was considerably greater, as 8,789 comparable entries at Ontario ports and 8,678 through Quebec ports returned to the United States via ports in the Atlantic Provinces.

As was the case in preceding years, the heaviest inter-provincial non-resident traffic movement occurs between Ontario and Quebec. During 1963, out of 329,461 vehicles which entered through ports in Quebec and remained one or more nights in Canada, 34,513 returned to the United States via Ontario ports. Similarly, 53,654 of the 2,317,810 non-resident automobiles which entered through Ontario ports departed from Canada by way of ports in Quebec. Non-resident automobiles entering via ports in Quebec and returning the next day totalled 122,328, while some 207,133 spent two or more nights in Canada. A total of 329,461 non-resident automobiles thus entered through ports in Quebec and remained in Canada for one or more nights; this is a slight decrease of 1,150 or 0.4 per cent from comparable 1962 figures. About 285,600 or 87 per cent of the total vehicles entering Quebec returned to the United States via ports in Quebec.

Section 1 of Table 3 presents a more detailed breakdown of non-resident automobile traffic within the province of Ontario in 1963. During 1963, 1,334,054 non-resident automobiles entered through Ontario ports and stayed in Canada one night, while 983,756 remained two nights or more before returning to the United States. Of the total traffic entering Ontario and remaining one or more nights in Canada, 2,241,955 or 96.7 per cent returned to the United States through ports in Ontario, the remainder leaving for the most part through ports in Quebec.

The most frequently travelled route within Ontario was between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west, with 97,697 non-resident vehicles travelling in a westerly direction and 121,285 travelling in an easterly direction. The greater part of this traffic had spent one night in Canada and accounted for 76,305 of the automobiles headed west and 89,633 of those headed east.

The second most popular route taken by non-resident automobiles is that between the St. Lawrence River ports, and Fort Erie and Niagara Falls. Some 16,940 cars travelled from St. Lawrence River ports to Fort Erie and Niagara Falls, with traffic in the opposite direction amounting to 32,208. It is significant to note that of the total number of non-resident automobiles travelling this route, 36,617 or about 75 per cent remained in Canada two or more nights before returning to the United States.

Non-resident automobiles travelling the route between Sault Ste. Marie and ports in Western Ontario totalled 39,691, with 19,159 automobiles entering Canada at Sault Ste. Marie and returning via ports in Western Ontario, and 20,532 journeying in the opposite direction. Thus, this route is the third commonly used route in the province. Again, the greater proportion of traffic travelling this route remained in Canada two or more nights, amounting to 13,249 of the cars heading west from Sault Ste. Marie and 14,502 of those travelling east from Western Ontario ports.

STATEMENT 7. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1963

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	89.91	5.30	4.68			0.11		
Quebec	3.90	81.61	14.17			0.32		
Ontario	0.85	4.76	93.15	0.48	0.07	0.21	0.41	0.07
Manitoba	0.35		13.38	70.11	3.02	3.84	7.15	2.15
Saskatchewan	0.26		3.80	6.09	61.52	8.12	11.00	9.21
Alberta	0.39		6.28	4.03	4.54	33.10	38.70	12.96
British Columbia	0.37		1.54	0.94	0.93	6.11	86.54	3.57
Yukon Territory	0.45		4.66	5.06	9.83	26.16	44.00	9.84

¹ Exclusive of standing (L) permits and extensions.

Non-resident automobile traffic between Ontario and Manitoba takes place mainly through the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. During 1963, foreign automobiles entering through Ontario ports and exiting via Manitoba ports after one or more nights in Canada numbered 5,764, of which 4,552 entered through Western Ontario ports. Traffic in the opposite direction totalled 5,762, with 4,849 cars exiting by way of Western Ontario ports. About 83 per cent of the total foreign traffic interchange between Ontario and Manitoba stayed in Canada two or more nights, while the remaining 17 per cent spent one night only. The total number of foreign automobiles which entered through Manitoba ports and remained in Canada for one or more nights during 1963 was 51,050, of which 38,962 or approximately 76 per cent returned to the United States via ports in Manitoba.

Non-resident automobiles entering via Saskatchewan ports and remaining in Canada one or more nights numbered 27,443 in 1963, an increase of 4,211 or about 18 per cent over 1962. An analysis of traffic between Saskatchewan and Manitoba reveals that 1,284 foreign vehicles entered through ports in Manitoba and returned through ports in Saskatchewan, while traffic in the opposite direction amounted to 1,437. The majority of the traffic between these two provinces stayed two or more nights in Canada. A further examination of the foreign vehicles that entered Saskatchewan shows that 1,843 left via ports in Alberta, 2,359 left through ports in British Columbia, and 1,945 exited through ports in the Yukon Territory. A high percentage of these cars remained in Canada two or more nights.

In 1963, out of the 45,410 non-resident vehicles which entered Alberta and stayed one or more nights in Canada, 18,580 returned to the United States via the same province, 15,841 exited via British Columbia, 4,925 left through Yukon Territory ports, and 1,910 returned by way of Saskatchewan. In each case, visits lasting two nights or more were most frequent, representing 12,581 of the exits via the same province, 14,707 of the cars leaving

through British Columbia, the 4,925 departures through Yukon Territory ports, and 1,724 of the vehicles leaving by way of Saskatchewan.

Non-resident automobile traffic between British Columbia and Alberta amounted to some 28,859 automobiles during 1963. This is a drop of 3,589 cars or 11 per cent from the 1962 total of 32,448. This decline probably represents a return to a more normal rate of traffic between the two provinces, as the 1962 total of 32,448 cars included a heavy inflow of visitors into Canada from the World's Fair being held in Seattle, Washington. An examination of the 1963 traffic between the two provinces indicates that 15,841 automobiles entered Canada through ports in Alberta and left via ports in British Columbia, with 14,707 cars staying two or more nights in Canada. Traffic in the opposite direction amounted to 13,018, with 12,331 remaining in Canada two or more nights. An analysis of traffic between British Columbia and other provinces shows that 4,344 cars travelled between British Columbia and Saskatchewan, 4,631 travelled the route between British Columbia and Manitoba, and 7,186 foreign vehicles journeyed between Ontario and British Columbia. As might be expected, the majority of this traffic spent two or more nights in Canada.

An examination of the long-term traffic entering Canada via ports in the Yukon Territory indicates that of the 17,773 foreign vehicles which entered the Yukon Territory during 1963, 5,098 left by way of ports in the Yukon Territory, 6,184 exited via British Columbia ports, and 3,677 cars left Canada through ports in Alberta. All of the cars which entered the Yukon Territory and exited through ports in British Columbia and Alberta remained in Canada two or more nights. This, of course, reflects the distance involved in travelling between the Yukon Territory and the United States south of the International Boundary. Attention should be given to the fact that the port of Pleasant Camp, British Columbia is considered as Yukon traffic because of the close proximity to the Yukon Territory and, being in Northern British Columbia, it is far removed from other ports in that province. Because of this adjustment, all traffic between the Yukon Territory and other provinces involves trips of two or more nights in Canada.

Analysis of United States Commuter Traffic to Canada

United States residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. During 1962 and 1963, surveys on this commuter traffic were made in order to obtain more information on United States travellers making frequent trips to Canada under standing (L) permits.

From the 1962 survey, it is estimated that during that year, some 31,900 standing (L) permit holders made 2.2 million repeat trips to Canada, which represents an average of about 68 repeat trips on each permit. The survey also reveals that there was an average of nearly 2 persons per car per trip, or roughly 4.3 million persons. In 1963, some 28,200 standing (L) permits were issued, a decrease of about 12 per cent from the previous year. The number of repeat trips made by permit holders totalled

approximately 2 million due to an increase in the average number of trips per permit, i.e., from 68 in 1962 to 72 in 1963. The survey also indicates the number of persons crossing with these permits. There were 3.7 million crossings by Americans commuting to Canada in 1963, as there was an average of about 1.8 persons per car per trip.

A breakdown on a provincial basis indicates that the majority of standing (L) travel took place in New Brunswick and Ontario. In 1962 and 1963, these two provinces accounted for more than 90 per cent of the total commuter traffic recorded in Canada.

Data were also compiled on the purpose of trip. The survey in 1962, revealed that 1.1 million crossings to Canada were made for the purpose of visiting friends or relatives; these trips represented 26.5 per cent of the total commuters in that year. Persons commuting daily or weekly to a cottage or other residence accounted for 1.0 million crossings or 24 per cent, while those coming for recreation and shopping numbered 0.9 million (20.7 per cent) and 0.8 million (17.3 per cent), respectively. Employment accounted for 0.2 million entries or 4.7 per cent of the total commuting trips. Furthermore, sample results disclosed that 0.3 million crossings (6.8 per cent of the total) came to Canada for various other reasons. In 1963, it is estimated that 1.1 million entries (28.4 per cent of the total commuters in that year) travelled to Canada to a cottage or other residence, 0.9 million (24.1 per cent) visited friends or relatives, 0.8 million (21.4 per cent) for recreation, 0.5 million (14.9 per cent) for shopping, 0.1 million (3.8 per cent) for employment, and 0.3 million (7.4 per cent) for all other purposes.

An analysis on a provincial basis was completed for New Brunswick and Ontario. In 1962, survey results indicate that visiting friends or relatives accounted for 0.7 million crossings or 46.7 per cent, and was the most popular reason for commuters entering the province of New Brunswick. Recreation was next, with slightly over 0.3 million or 23.2 per cent, while estimates show that 0.3

million (22 per cent) commuted mainly for shopping. However, in Ontario, the largest number of crossings indicated daily or weekly trips to a cottage or other residence. Recreation accounted for the second largest proportion (0.5 million entries or 18.1 per cent), followed by visiting friends or relatives, with 0.3 million or 11.2 per cent.

In 1963, 0.4 million crossings (41.2 per cent) of the standing (L) entries into New Brunswick were for visiting friends or relatives, 0.3 million (29.2 per cent) for recreational purposes, and 0.2 million (21.2 per cent) for shopping. At the same time, in Ontario, 1.2 million (55.1 per cent) of the standing (L) entries crossed into Canada to go to a cottage or other residence, 0.3 million (15.2 per cent) for recreation, and 0.2 million (11.5 per cent) to visit friends or relatives.

The surveys also gave some indication of the length of time spent in Canada on trips made by commuters from the United States. It is estimated that, in 1962, 1.1 million trips (25.5 per cent of the total commuter trips) lasted 3 hours or less, 1.4 million trips (32.2 per cent) lasted between 4 and 11 hours, 1.3 million trips (30.7 per cent) lasted between 12 and 24 hours, and that 0.5 million trips (11.6 per cent) lasted more than 24 hours. Similar compilations for 1963, show that trips which lasted less than 3 hours numbered 0.9 million (23.9 per cent of the total), trips of between 4 and 11 hours by 1.0 million (27.9 per cent of the entries), those lasting between 12 and 24 hours by 1.4 million (36.3 per cent), while it is estimated that trips of more than 24 hours were made by 0.4 million (11.9 per cent), of the standing (L) entries.

On a provincial basis, both the surveys showed that, in New Brunswick, about 61 per cent of the trips lasted less than 3 hours, about 28 per cent averaged 4 to 11 hours, about 8 per cent lasted from 12 to 24 hours, and about 3 per cent lasted more than 24 hours. For Ontario, figures are 7 per cent for the "3 hours or less" category, 27 per cent for the "4 to 11 hours" category, 50 per cent for the "12 to 24 hours" category, and 16 per cent for trips over 24 hours.

Receipts from United States Travellers by Province of Entry

The distribution of receipts from United States travellers according to province of entry for the years 1959-63 is presented in Statement 8. It should be pointed out that the data shown in Statement 8 are estimates based on the province of entry into Canada and, therefore, are not intended to portray an exact breakdown within any of the provinces. However, past experience has shown that, with the exception of certain types of transportation into some provinces, inter-provincial movements do not have much effect on such a breakdown of receipts.

The estimated provincial distribution of receipts from United States travellers does not vary much from year to year, and the provinces, generally, have continued in their relative order of importance. The most noticeable change in 1963 from the previous year was a drop of 3.2 percentage points in the proportion of travel receipts attributed to British Columbia. This decline may be explained by way of the fact that the high proportion (14.9 per cent) in 1962 reflected a large influx of United States visitors who had been to the World's Fair held in Seattle, Washington.

STATEMENT 8. Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1959 - 63

Province of entry	Percentage of total				
	1959	1960	1961	1962	1963 ¹
Atlantic Provinces ²	8.0	8.0	7.9	8.0	8.5
Quebec	16.4	16.9	17.1	16.5	17.5
Ontario	52.7	55.6	56.0	53.5	55.2
Manitoba	2.8	3.0	2.7	2.9	3.0
Saskatchewan	1.5	1.1	1.1	1.0	1.0
Alberta	3.0	2.4	1.9	2.1	1.9
British Columbia	15.6	12.2	12.4	14.9	11.7
Yukon Territory		0.8	0.9	1.1	1.2
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

³ Included with British Columbia.

However, as in previous years, the majority of receipts were still attributed to non-resident spending in Ontario which in 1963 received 55.2 per cent, a gain of 1.7 points over the 1962 percentage. Quebec received the second largest proportion, amounting to 17.5 per cent, an increase of 1 percentage point, while the Atlantic Provinces received 8.5 per cent, a moderate gain of 0.5 percentage

points over 1962. The only other province, besides British Columbia, to show a decrease in the proportion of the total was Alberta, where receipts dropped 0.2 per cent in comparison with 1962. The proportions attributed to Manitoba, Saskatchewan and the Yukon Territory in 1963 remained relatively unchanged from 1962.

**Receipts from United States Travellers in Canada During 1963
Classified by Length of Stay in Canada**

In the statistical tables and statements compiled on travel, all entries from the United States into Canada are divided according to length of stay into two classifications. Short-term entries include all persons entering and leaving Canada on the same day, while the long-term category comprises all visits of one or more nights in Canada. Each year the majority of entries are for visits classified as short-term. In 1963, some 21,498,800 United States residents entered Canada and left on the same day. This represents 67.47 per cent of the total number of United States visitors to Canada. The balance, 10,366,000 or 32.53 per cent, were classified as long-term entries in 1963. An analysis of receipts from these two groups of travellers reveals a completely different trend. Whereas the short-term entries contributed only \$59.8 million or about 11 per cent, United States visitors in the long-term classification spent \$489 million, thereby accounting for 89 per cent of the receipts from United States travellers in Canada.

A breakdown of automobile traffic according to length of stay shows that short-term motorists accounted for 16.1 million visits in 1963, representing between 50 and 51 per cent of the total

volume, about the same proportion as in 1962. Their expenditures in Canada, at \$32.1 million, represented close to 6 per cent of the total receipts for the year, the same percentage as in 1962. Motorists remaining in Canada over 24 hours in 1963 numbered 9 million or more than 28 per cent of the total visits, a slightly higher proportion than in 1962. Receipts attributable to this group amounted to \$328.8 million or close to 60 per cent of the total, compared to 57 per cent in 1962.

Short-term non-automobile entries in 1963 totalled 5.4 million and accounted for nearly 17 per cent of all visits, a slight drop from the corresponding 1962 percentage. A similar comparison of receipts from these travellers, which amounted to \$27.7 million or about 5 per cent of the total, shows a drop of about one-half per cent from the 1962 proportion. Long-term arrivals by non-automobile numbered 1.4 million or slightly more than 4 per cent of the total volume, marking a decrease of about one-half percentage point from the proportion in 1962. Their expenditures, which came to \$160.2 million, represented about 29 per cent of all receipts compared to between 31 and 32 per cent in 1962.

STATEMENT 9. Expenditures of United States Travellers in Canada, by Length of Stay, 1963

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (entering and leaving same day)				
Automobile:				
Entering and leaving same day	12,379,100	38.85	32,095,000	5.85
Repeat trips on standing (L) permits	3,737,200	11.73	—	—
Totals, automobile	16,116,300	50.58	32,095,000	5.85
Non-automobile:				
Plane	25,300	0.08	766,000	0.14
Bus	46,500	0.14	710,000	0.13
Rail	15,800	0.05	359,000	0.07
Boat	228,600	0.72	1,227,000	0.22
Plane in transit	2,800	0.01	8,000	0.00
Bus in transit	52,900	0.17	158,000	0.03
Rail in transit	227,800	0.71	—	—
Other travellers (pedestrians, local bus, etc.)	4,782,800	15.01	24,507,000	4.46
Totals, non-automobile	5,382,500	16.89	27,735,000	5.05
Totals (short-term)	21,498,800	67.47	59,830,000	10.90
Long-term traffic (one or more nights in Canada)				
Automobile:				
One or more nights in Canada	8,939,100	28.06	308,739,000	56.25
Standing (L) permits	51,700	0.16	12,201,000	2.22
Extensions	23,100	0.07	7,905,000	1.44
Totals, automobile	9,013,900	28.29	328,845,000	59.91
Non-automobile:				
Plane	459,000	1.44	67,726,000	12.34
Bus	412,800	1.29	53,501,000	9.75
Rail	200,900	0.63	29,805,000	5.43
Boat	279,400	0.88	9,164,000	1.67
Totals, non-automobile	1,352,100	4.24	160,196,000	29.19
Totals (long-term)	10,366,000	32.53	489,041,000	89.10
Grand totals	31,864,800	100.00	548,871,000	100.00

¹ Subject to revision.

A more detailed analysis of non-resident automobile traffic by length of stay (exclusive of standing (L) permits and extensions) is presented in Tables 4, 5, 6, and 7. It should be noted that the one-day group comprises all motorists who enter and leave Canada on the same day, thereby including many visits of less than 24 hours. As this group of visitors do not require overnight lodging, their

expenditures are generally much lower than those of the motorists who remain in Canada for one or more nights. The two-day class consists of those visiting motorists who enter at any time on one day and depart at any time on the following day, thereby spending one night in Canada. Subsequent day groups are determined in the same manner, i.e., by the number of nights spent in Canada.

STATEMENT 10. Non-resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1963

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	12,379,143	25,280	46,515	15,795
2	4,374,194	82,603	49,139	20,542
3 - 7	3,320,843	274,581	179,823	111,509
8-14	886,344	64,935	118,143	46,136
15-21	175,350	18,005	33,942	12,042
22 and over	117,702	18,919	31,787	10,716
Totals	21,253,576	484,323	459,349	216,740

¹ Excluding standing (L) permits, extensions and 64,680 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

STATEMENT 11. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1963

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
	per cent			
1 ³	58.2	5.2	10.1	7.3
2	20.6	17.1	10.7	9.5
3 - 7	15.6	56.7	39.2	51.4
8-14	4.2	13.4	25.7	21.3
15-21	0.8	3.7	7.4	5.6
22 and over	0.6	3.9	6.9	4.9
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 64,680 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

STATEMENT 12. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits,¹ classified by Length of Visit, by Province of Exit, 1963

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	63.9	48.3	58.2	52.1	52.3	26.5	37.0	55.7
2	11.1	18.2	24.2	13.5	11.5	12.2	19.2	22.1
3 - 7	13.2	26.5	13.2	23.5	22.3	39.9	32.4	16.2
8-14	7.4	4.6	3.2	7.0	8.6	14.8	7.7	4.1
15-21	1.8	0.8	0.6	1.7	2.2	3.1	1.7	0.9
22 and over	1.9	0.8	0.4	1.5	2.5	2.6	1.3	0.7
Not classified ³	0.7	0.8	0.2	0.7	0.6	0.9	0.7	0.3
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Exclusive of standing (L) permits and extensions.

² Automobiles entering and departing on the same day.

³ Not classified by length of visit.

An estimate of the number of visitors according to transportation used to enter Canada is presented in Statement 10. The statement shows that motorists entering and leaving Canada on the same day numbered 12,379,143 or 58.2 per cent of the total volume, the same proportion as in 1962. Those that remained for two days amounted to 4,374,194, or 20.6 per cent of the total, a slight increase from the 1962 proportion. Some 3,320,843 motorists remained in Canada from 3 to 7 days. They represented 15.6 per cent of the total, a drop of 0.2 points in comparison with 1962. The proportion of motorists in the group staying from 8-14 days in Canada came to 4.2 per cent in 1963, the same as in 1962. Similarly, both the proportion of motorists who stayed from 15-21 days in Canada and the percentage who stayed 22 days and over, represented no change from the corresponding proportions in 1962.

Statements 12 and 13 show that there is considerable variation between the provinces in so far as the length of stay of non-resident automobiles is concerned. To illustrate, the one-day length of stay accounted for 64 per cent of the non-resident automobile traffic returning to the United States via ports in the Atlantic Provinces but only 26.5 per cent of the total which left through ports in Alberta. Similarly, the two-day group of traffic represented about 24 per cent of the departures from Ontario, in comparison with only 11 per cent leaving the Atlantic region. Combining the one and two-day groups, Ontario with between 82 and 83 per cent had

the highest proportion, while of the cars leaving through Alberta roughly 39 per cent had been in Canada either one or two days. In comparison with comparable 1962 data, the proportions of one-day and two-day traffic leaving by each province showed only minor variations.

Close to 76 per cent of the non-resident traffic leaving Canada via ports in the Yukon Territory had been in Canada for two nights or more, the highest proportion on a provincial basis. Comparable data for Ontario show that only about 18 per cent had remained a similar length of time. Vehicles remaining in Canada two nights or more amounted to 33.5 per cent of the departures via Quebec and 25 per cent from the Atlantic Provinces. There was little change between 1963 and 1962 proportions, with the exception of the Yukon Territory. Data, on a provincial basis, in Statement 12 also reveal that there is a pronounced decrease in the number of vehicles which remain 8 or more days in Canada. Non-resident traffic remaining 8 days and over during 1963 accounted for only 4.2 per cent of the departures via Ontario, 6.2 per cent from Quebec and 10.2 per cent from Manitoba. Slightly higher percentages were recorded for British Columbia and the Yukon Territory (10.7 per cent), Atlantic Provinces (11.1 per cent), Saskatchewan (13.3 per cent), and Alberta (between 20 and 21 per cent). Percentage-wise, there was little change from 1962 visits lasting 8 days or more.

STATEMENT 13. Summary of Non-resident Automobiles,¹ by Province of Exit, classified by Length of Stay in Canada, 1963

Province of exit	Total vehicles	Length of stay			Percentage distribution		
		One day	Two days	Three days and over ²	One day	Two days	Three days and over ²
		number			per cent		
Atlantic Provinces	437,982	279,679	48,687	109,616	63.9	11.1	25.0
Quebec	679,309	328,208	124,057	227,044	48.3	18.3	33.4
Ontario	5,513,257	3,205,988	1,332,341	974,928	58.1	24.2	17.7
Manitoba	106,967	55,719	14,466	36,782	52.1	13.5	34.4
Saskatchewan	55,829	29,180	6,446	20,203	52.3	11.5	36.2
Alberta	56,278	14,915	6,894	34,469	26.5	12.2	61.3
British Columbia	491,686	188,498	94,896	208,292	38.3	19.3	42.4
Yukon Territory	22,504	1,711	3,723	17,070	7.6	16.5	75.9
Canada	7,363,812	4,103,898	1,631,510	1,628,404	55.7	22.2	22.1

¹ Exclusive of standing (L) permits and extensions.

² Includes a small number of vehicles not classified by length of stay.

Estimates on the length of stay for non-resident travel in Canada by plane, bus, and rail (excluding in transit passengers) may be found in Table 12. The same method as that used in classifying the length of stay for automobile visitors was applied to the non-automobile traffic. Results show that the number of persons travelling by plane, bus, and rail, entering and leaving Canada on the same day,

amounted to 87,590, representing 7.5 per cent of the total non-automobile visits, while those staying one night only numbered 152,284 persons and accounted for 13 per cent of the total. Non-residents who entered Canada by non-automobile and stayed for two or more nights amounted to 920,538, some 79 per cent of the total movement and a slight decrease from the corresponding 1962 proportion. Data in

Statements 10 and 11 show that the proportions of non-automobile traffic at certain lengths of stay varied considerably with the type of transportation used to enter Canada. In 1963, one-day visits accounted for just over 5 per cent of the plane entries, about 10 per cent of the bus arrivals and between 7 and 8 per cent of the rail. Similarly, the proportions remaining two days came to about 17 per cent in the case of plane arrivals, nearly 11 per cent for bus visitors and between 9 and 10 per cent of the travellers by rail. Some variation also occurred in the proportions staying three days and over, amounting to nearly 78 per cent of the visitors by plane, just over 79 per cent of the bus traffic and about 83

per cent of the rail. A further analysis of data shown in Statements 10 and 11 points out the notable difference between the non-automobile and automobile groups with regard to their lengths of stay in Canada. The majority of automobile visits last either one or two days whereas non-automobile visits appear to be concentrated in the period lasting from 3 to 14 days. Non-automobile visits are in general longer because greater distances are involved and many of the trips are undertaken for business reasons or to visit friends or relatives. Such trips normally require more time than the casual crossing of an automobile traveller who may stay in Canada only a few hours.

Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

Expenditures on travel to other countries by residents of the United States reached a record high in 1963. Data released by the United States Department of Commerce show that payments in 1963 totalled \$3,190 million compared with \$2,882 million in 1962, an increase of \$308 million or 10.7 per cent. A breakdown of total expenditures shows that \$2,070 million involved expenses within foreign countries, while \$1,120 million was payments for transoceanic transportation. A further analysis of the transportation costs reveals \$625 million for fares to foreign carriers and \$495 million to United States carriers. Total payments within foreign countries represented an increase of \$178 million or 9.4 per cent in comparison with 1962, while the aggregate transportation costs represented an advance of \$130 million or just over 13 per cent. Percentagewise, foreign carriers received around 56 per cent of the payments for overseas transportation and United States carriers 44 per cent, compared with 58 per cent and 42 per cent, respectively, in 1962.

The number of United States residents travelling abroad (exclusive of travel to Canada, Mexico and cruise travellers) rose from 1,767,000 in 1962 to 1,990,000 in 1963, an increase of 223,000 or between 12 and 13 per cent. The number of air travellers increased by 12 per cent to 1,672,000 in 1963, while those travelling by sea numbered 318,000, which is 38,000 or about 14 per cent more than in 1962. The proportion of travel by air and sea, amounting to 84 per cent and 16 per cent, respectively, in 1963 represented no change from the 1962 ratio.

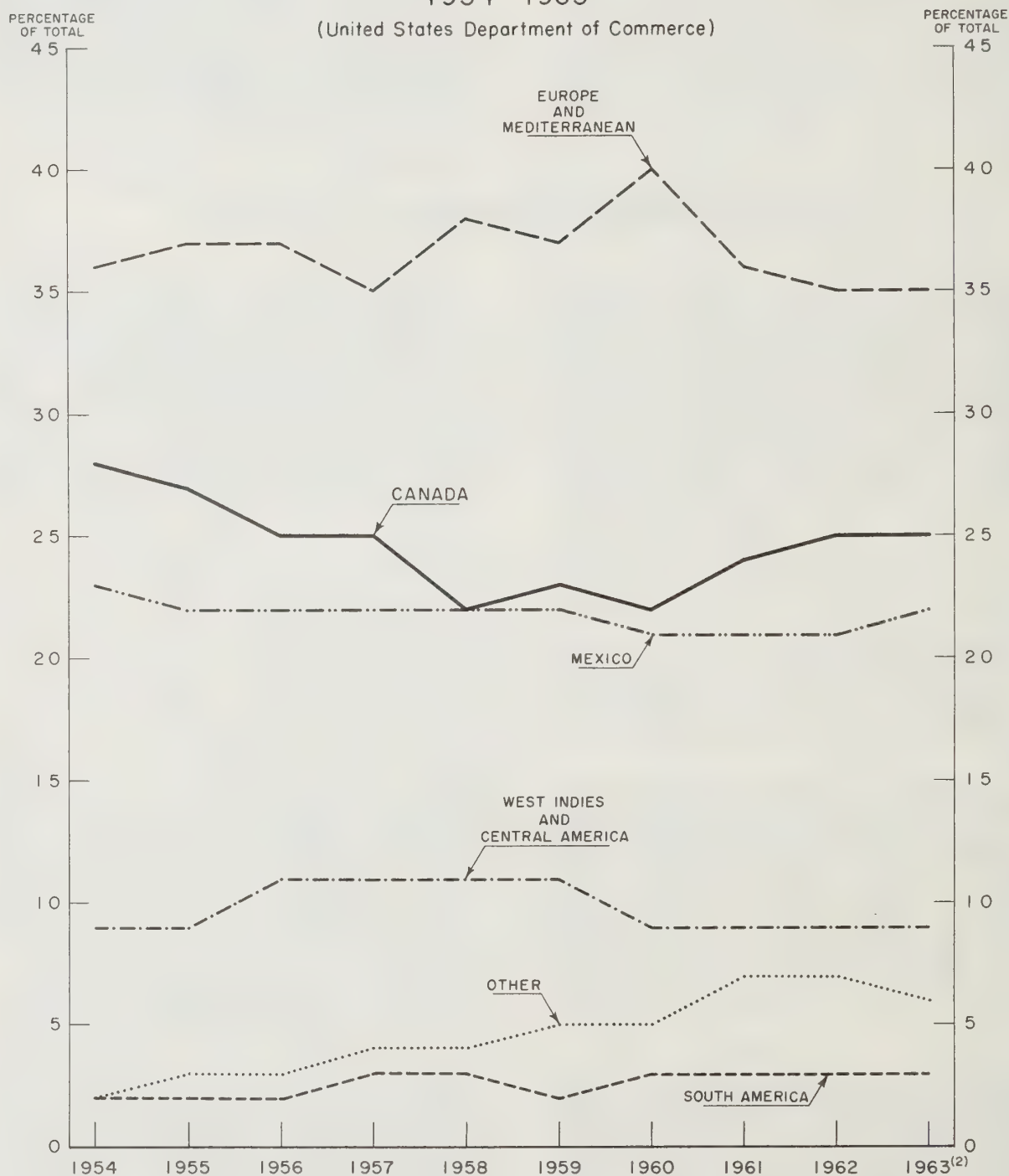
Of interest, was the increase in cruise travel during 1963. About 322,000 Americans took cruises in 1963, some 56,000 or 21 per cent more than in 1962. Much of this rise reflects the increased popularity of short cruises to the Caribbean area. Although the number of Americans taking cruises experienced an increase in 1963, United States cruise ships actually carried fewer passengers and their share of the cruise market dropped from 15 per cent of the total to 10 per cent in 1963.

Expenditures for travel to foreign countries were higher in all areas in 1963. Europe and the Mediterranean area is usually the largest recipient of United States travel expenditures and 1963 was no exception. Americans spent \$735 million in the Europe and Mediterranean area as compared to \$660 million in 1962, an advance of 11 per cent. Expenditures in this area considered as a proportion of the total amounted to 35 per cent, the same as last year. The number of travellers to this region rose more markedly from 930,000 to 1,100,000 or by 18 per cent, as both the volume of sea and air travel experienced increases. The cost of a European trip for the average American traveller declined from \$1,300 in 1962 to \$1,200 in 1963. Lower transoceanic transportation costs were a major factor behind this decline in total trip costs for Americans travelling to Europe and the Mediterranean area. Furthermore, the average outlay per person also experienced a decline in 1963. Transportation to Europe and return amounted to \$550 for the average American traveller, a decline of 10 per cent from 1962, while expenses within this region averaged \$670 per person compared with \$705 last year. This decline in the average outlay per person in 1963 represented a continuation of a downward trend that has been in progress since 1956. Perhaps, the most important factor behind this continued decline in the average per capita outlay, may be the growing number of United States travellers in the middle income groups who now find foreign travel within their reach but who tend to spend more moderately. Furthermore, the reduced duty-free customs allowance, effective in 1961, may have helped maintain lower average expenditures for American travellers. Another factor, that may have contributed toward lower average expenditures, is the increasing proportion travelling by air, whose visits are normally shorter and who spend less than those travelling by sea. In 1963, for instance, air travellers paid an average of \$530 each for transportation to and from Europe and spent \$615 in Europe, while sea travellers paid an average of \$630 for transportation to and from Europe and the Mediterranean area, and spent \$850 while in this area.

CHART - 2

DISTRIBUTION OF TRAVEL EXPENDITURES⁽¹⁾
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1954-1963

(United States Department of Commerce)



(1) EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES.

(2) DATA FOR 1963 ARE SUBJECT TO REVISION.

STATEMENT 14. Expenditures for Foreign Travel by Residents of the United States, 1959-63
In terms of United States currency

	1959	1960	1961	1962	1963
	millions of dollars				
Transportation	770	865	865	990	1,120
Foreign—flag carriers	380	505	507	575	625
United States—flag carriers	390	360	358	415	495
Expenditures abroad	1,610	1,745	1,747	1,892	2,070
Canada	365	380	425	479	522
Mexico	350	365	370	395	448
Europe and Mediterranean	604	704	630	660	735
West Indies and Central America	174	166	160	178	180
South America	41	45	48	55	56
Other oversea areas	76	85	114	125	129
Grand totals	2,380	2,610	2,612	2,882	3,190

Source: United States Department of Commerce, Office of Business Economics.

American travellers to the West Indies and Caribbean area spent \$180 million within this area in 1963, a slight increase of \$2 million or 1.1 per cent in comparison with 1962. The number of visitors to this region increased by 22,000 or nearly 4 per cent to 631,000. This increase in volume, as well as the strong growth of cruise travel in this area, helped offset lower average expenditures.

Approximately 97,000 United States residents visited South America in 1963, some 12,000 or about 14 per cent more than in 1962. Their spendings, amounting to \$56 million, represented only a \$1 million or 1.8 per cent increase, as lower average expenditures per visit were recorded. American

travellers to Mexico spent an estimated \$448 million, an increase of \$53 million or between 13 and 14 per cent in comparison with 1962. Spending in the border area, which increased from \$280 million to \$322 million in 1963, accounted for 72 per cent of the total expenditures in Mexico.

The number of United States residents visiting other areas, principally the Far East, amounted to 160,000 in 1963, about 18,000 or almost 13 per cent more than in 1962. However, average expenditure per trip diminished for this group of travellers, as total spending in this region rose by only \$4 million or 3 per cent to \$129 million. Japan and Hong Kong were the main countries visited in this area.

Canadian Travel in the United States

When examining 1963 data on Canadian travel in the United States consideration must be given to the devaluation in the second quarter of 1962 of the Canadian dollar in terms of U.S. currency and the reduction in value of merchandise exempt from customs duties from \$100 to \$25 every four months. These two measures which became effective in May and June 1962, respectively, continued to have considerable influence on travel by Canadians to the United States, and particularly to affect comparisons of the first half of 1962 and 1963. Although the volume of Canadian visits to the United States increased some 5 per cent over 1962, expenditures by this group experienced a substantial decline.

The number of residents re-entering Canada after trips to the United States increased from 28 million in 1962 to 29.4 million in 1963. In comparison with 1962, increases were recorded in all

four quarters, ranging from 15,000 or 0.3 per cent in the first to 643,000 or 8.6 per cent in the third quarter.

Canadian travel expenditures in the Continental United States during 1963 are estimated at \$383.6 million, a decline of \$30.5 million or 7.4 per cent in comparison with 1962 data. Payments in the first quarter, amounting to \$77.2 million, represented a decline of \$16.4 million or 17.5 per cent while expenditures in the second quarter totalled \$109.1 million, a reduction of between 17 and 18 per cent from comparable 1962 data. On the other hand, in the third quarter payments by Canadians for travel in the United States advanced from \$122.6 million in 1962 to \$128.9 million in 1963, an increase of 5.1 per cent. Moreover, expenditures in the fourth quarter, at \$68.4 million, represented an increase of \$2.8 million or about 4.3 per cent over the same period of last year.

STATEMENT 15. Number and Expenditures of Canadian Travellers in the United States,¹ 1960-63

Type of transportation	Number of persons				Expenditures			
	1960	1961	1962	1963	1960	1961	1962	1963 ²
	thousands				millions of dollars			
Automobile.....	23,358	23,339	22,354	23,046	232.0	237.6	203.1	195.0
Non-automobile:								
Plane	452	458	485	491	103.0	108.6	114.8	99.2
Bus	445	431	431	400	49.7	46.3	42.4	40.8
Rail	332	267	251	240	46.6	38.9	36.6	29.9
Boat	124	110	115	115	5.6	3.9	4.0	2.4
Other	4,335	4,684	4,309	5,098	20.4	19.4	13.2	16.3
Totals, non-automobile	5,688	5,950	5,591	6,344	225.3	217.1	211.0	188.6
Grand totals.....	29,046	29,289	27,945	29,390	457.3	454.7	414.1	383.6

¹ Exclusive of Hawaii.² Subject to revision.

Canadian Travel in the United States by Type of Transportation

Passenger car registrations in Canada continue to increase and in 1963 amounted to 4,788,896, some 5.7 per cent more than in 1962. The 1962 figure of 4,531,384 had represented an increase of 4.75 per cent over the 1961 total. On a per capita basis, the number of car registrations in 1963 imply that there was one automobile for every 4 persons in Canada, compared with one automobile for every 4.1 persons in 1962, and for every 4.2 persons in 1961.

During 1963, some 8,545,473 Canadian automobiles re-entered Canada from the United States. This represents an increase of about 4.6 per cent in comparison with 1962 data. No doubt, the 5.7 per cent increase in passenger car registrations in Canada in 1963 contributed to the increase in border crossings to the United States. On a quarterly basis, all quarters registered increases, ranging from an increase of 1.9 per cent or 28,967 re-entries in the first quarter to a gain of 8.3 per cent or 147,833 re-entries in the fourth.

The number of Canadian residents returning to Canada after trips to the United States by automobile rose to 23.0 million in 1963, an increase of about 3.1 per cent over comparable data for 1962. Furthermore, these automobile travellers constitute about 78.4 per cent of the aggregate of re-entries from the United States, a slight drop of about 1.6 percentage points from the proportion in the previous year. An examination, on a quarterly basis, of automobile travellers to the United States shows increases in each quarter of the year. In comparison with 1962, the second, third, and fourth quarters recorded significant percentage increases, amounting to 3 per cent, 3.3 per cent and 4.3 per cent, respectively. On the other hand, the increase in the first quarter was rather moderate, as automobile re-entries

during this quarter came to 3,894,000, some 1.5 per cent more than in the same period of the previous year.

In 1963, Canadians returning from trips to the United States by automobile spent an estimated \$195 million. This is a decrease of \$8.1 million or 4 per cent from the corresponding 1962 figure. Furthermore, this \$195 million represented 50.8 per cent of all Canadian travel payments to the United States in 1963, compared with 49 per cent in 1962. An examination of the above expenditures, on a quarterly basis, reveals that substantial declines occurred in the first and second quarters of the year. In the first quarter, estimated expenditures by automobile travellers declined by \$9.3 million or between 23 and 24 per cent from the corresponding quarter of 1962. In the second quarter, the decline amounted to \$8.8 million or 14.5 per cent. On the other hand, increases in expenditures were registered in the third and fourth quarters when the exchange rate and customs regulations were comparable. The third quarter estimate of \$81.8 million was \$7.6 million or 10.2 per cent higher than in 1962, while expenditures in the fourth quarter, at \$31.3 million, show an increase of \$2.4 million or 8.3 per cent over the same period of 1962.

The number of Canadians returning by transportation other than automobile increased from a total of 5,591,000 in 1962 to 6,344,000 in 1963, an advance of about 13.5 per cent. All of the increase can be attributed to persons classified in the category termed "other", which consists mainly of local traffic between border communities and accounts for roughly 80 per cent of the non-auto traffic. Re-entries by this group amounted to 5,098,000, an increase of 789,000 or 18.3 per cent over corresponding data for 1962.

**STATEMENT 16. Number of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1963**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
24 hours or less	3,493	5,143	6,583	3,973	19,192
Over 24 hours	401	775	1,900	778	3,854
Totals, automobile	3,894	5,918	8,483	4,751	23,046
Non-automobile:					
Plane	129	129	116	117	491
Bus	69	117	140	74	400
Rail	55	60	70	55	240
Boat	3	17	84	11	115
Other	627	1,949	1,609	913	5,098
Totals, non-automobile	883	2,272	2,019	1,170	6,344
Grand totals	4,777	8,190	10,502	5,921	29,390

¹ Exclusive of Hawaii.

Re-entries by plane amounted to 491,000, up 6,000 or about 1.2 per cent over 1962. A quarterly breakdown of the volume of plane travel reveals an increase in the third quarter of 5,000 or between 4 and 5 per cent over the same period in 1962, and a gain of 11,000 persons or 10.4 per cent in the fourth quarter. Canadian re-entries by plane were lower at other times of the year, however, with 5,000 or 3.7 per cent fewer in both the first and second quarters. Canadians returning from the United States by plane in 1963 spent an estimated \$99.2 million, compared with \$114.8 million in 1962. Expenditures were lower in each quarter but the fourth, which recorded an increase of \$1.2 million or close to 6 per cent from the previous year. The most significant decrease in payments by plane travellers occurred in the second quarter, amounting to \$10.6 million or 27.3 per cent. At the same time, first quarter payments were down by \$5.9 million or close to 17 per cent, while the third quarter experienced a decline of \$0.3 million or between 1 and 2 per cent. Expenditures of Canadians returning from the United

States by plane accounted for approximately 26 per cent of the total payments in the Continental United States during 1963, compared with close to 28 per cent in 1962.

The number of residents returning from trips to the United States by bus declined from 431,000 in 1962 to 400,000 in 1963, a drop of about 7.2 per cent. Lower volumes were recorded throughout all four quarters of the year, with 5,000 or 6.8 per cent fewer re-entries in the first quarter, some 8,000 or 6.4 per cent less in the second, down 15,000 or close to 10 per cent in the third quarter, while the fourth quarter showed a reduction of 3,000 or about 3.9 per cent from 1962 data. Payments by residents who returned from the United States by bus in 1963 came to \$40.8 million, marking a decline of \$1.6 million or 3.8 per cent in comparison with 1962. Decreases were recorded in all four quarters of the year, with the greatest decline, \$0.9 million or 6.4 per cent, occurring in the second quarter.

**STATEMENT 17. Expenditures of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1963²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
24 hours or less	6.4	9.7	11.7	7.0	34.8
Over 24 hours	23.8	42.0	70.1	24.3	160.2
Totals, automobile	30.2	51.7	81.8	31.3	195.0
Non-automobile:					
Plane	29.1	28.3	20.3	21.5	99.2
Bus	8.3	13.2	12.8	6.5	40.8
Rail	7.4	9.3	7.1	6.1	29.9
Boat	0.1	0.5	1.5	0.3	2.4
Other	2.1	6.1	5.4	2.7	16.3
Totals, non-automobile	47.0	57.4	47.1	37.1	188.6
Grand totals	77.2	109.1	128.9	68.4	383.6

¹ Exclusive of Hawaii.

² Subject to revision.

Re-entries by rail, amounting to 240,000 persons in 1963, represented a drop of some 11,000 persons or 4.4 per cent from the 1962 total of 251,000 persons. All quarters registered decreases except the fourth which remained unchanged from the previous year. Re-entries in the first quarter dropped by 1,000, followed by declines of 4,000 and 6,000 persons in the second and third quarters, respectively. Percentage-wise, the decline in the first quarter came to 1.8 per cent, followed by 6.3 per cent in the second, and 7.9 per cent in the third quarter. Payments for travel in the United States by persons returning to Canada by rail in 1963 amounted to \$29.9 million, a drop of \$6.7 million or 18.3 per cent from the corresponding 1962 figure. Expenditures by persons returning by rail represented 7.8 per cent of the total 1963 payments by Canadians travelling in the United States, a drop of 1 percentage point from the 1962 proportion. In comparison with 1962 data, all quarters registered declines. The second quarter experienced the greatest decrease, as expenditures by rail travellers in this quarter dropped some 29 per cent to \$9.3 million. Payments in the first quarter fell from \$8 million in 1962 to \$7.4 million in 1963, while third quarter expenditures, at \$7.1 million, represented a decline of 19.3 per cent in comparison with the same period of the previous year. Fourth quarter expenditures amounted to \$6.1 million, a decrease of 9 per cent from the corresponding 1962 figure.

Some 115,000 Canadians returned from the United States by boat in 1963, about the same number as in 1962. On a quarterly basis, there were 5,000 or 22.7 per cent fewer re-entries by boat in the second quarter, while the first quarter total of 3,000 persons represented no change from 1962. On the other hand, boat travel in the third and fourth quarters registered increases in comparison with 1962, amounting to 2,000 (2.4 per cent) and 3,000 (37.5 per cent) re-entries, respectively. Canadians making

the return trip from the United States by boat in 1963 spent an estimated \$2.4 million, representing a decline of \$1.6 million or 40 per cent from the comparable 1962 sum. These expenditures, when taken as a proportion of the total payments in the United States for the year, dropped from about 1 per cent in 1962 to 0.6 per cent. A comparison with 1962 on a quarterly basis reveals that decreases were recorded in each quarter except the fourth which remained unchanged.

Canadians making the return journey from the United States as pedestrians or by local bus, etc., are classified under the heading "other travellers". In 1963, this category accounted for 5,098,000 persons, a considerable increase of 789,000 or 18.3 per cent in comparison with 1962 data. A quarterly breakdown of the volume of "other travellers" reveals an increase in the second quarter of 528,000 persons or 37.2 per cent over the same period in 1962, and 343,000 more persons or an increase of 27.1 per cent in the third quarter. However, the volume of re-entries in the other two quarters was lower, with 29,000 or between 4 and 5 per cent fewer in the first quarter and 53,000 or 5.5 per cent less during the fourth. Expenditures of "other travellers" totalled \$16.3 million in 1963, up \$3.1 million or 23.5 per cent from the 1962 total. Expenditures were higher in each quarter but the first which recorded a decline of \$0.1 million or 4.5 per cent from the previous year. The most significant increase in payments by "other travellers" occurred in the second quarter, amounting to \$1.8 million or almost 42 per cent. At the same time, third quarter expenditures were up by \$1.3 million or 31.7 per cent, while the fourth quarter experienced a rise of \$0.1 million or close to 4 per cent. Expenditures of Canadians classified under this heading of "other travellers" accounted for about 4.2 per cent of the total payments compared with 3.2 per cent in 1962.

Canadian Travel in the United States by Destination

Information on the characteristics of Canadian travel in the United States was obtained, on a monthly basis, from the response to the mail questionnaire which is sent to a sample group of Canadians returning from visits to that country. It should be noted, however, that all data compiled from this survey refer only to the long-term category of travel. For this reason, survey results cannot be used to generalize on the total volume of travel to the United States, which includes a large proportion of same day travel, i.e., visits by persons leaving and returning on the same day.

The destination reported by the respondents was used to compile the data presented in Map 2 showing the general area visited in the United States. When more than one destination was specified on a completed questionnaire, the one farthest from the International Boundary was chosen. Therefore, particularly with bus and rail traffic, data for

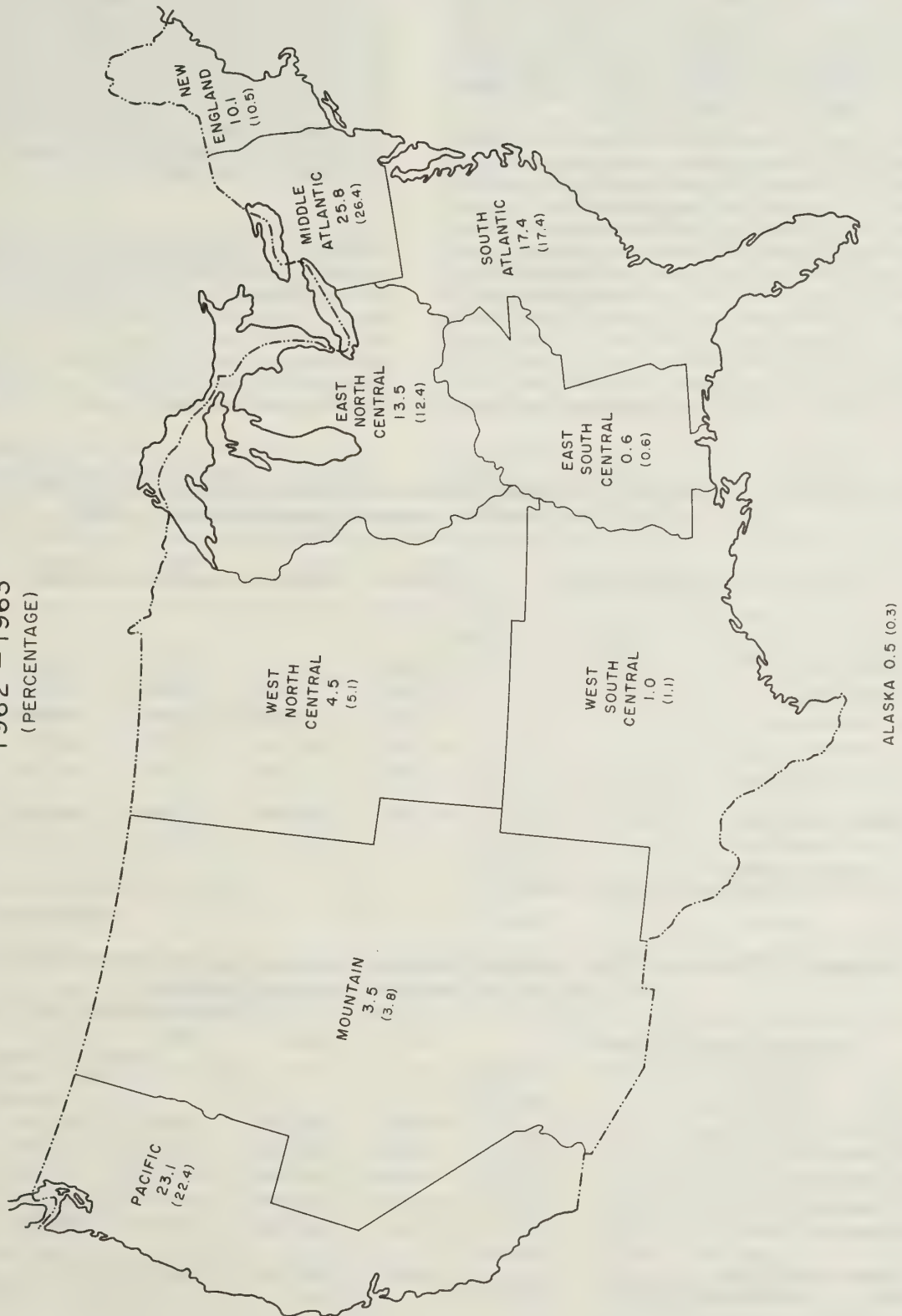
areas close to the border should be considered as minimal because Canadians pass through these regions on their way to areas farther south.

In 1963, the response showed 25.8 per cent of the long-term travellers were destined for the Middle Atlantic States of New York, New Jersey, and Pennsylvania, compared with 26.4 per cent in 1962. The second most popular region recorded was the Pacific Coast, comprising the states of Washington, California, and Oregon, which accounted for 23.1 per cent of the destinations reported in 1963, compared with 22.4 per cent in 1962. Third in importance was the South Atlantic area, (including Florida). In 1963, some 17.4 per cent of Canadian travellers returning from the United States reported destinations in that area, the same proportion as in 1962. States comprising the East-North Central region were listed by 13.5 per cent of the respondents to the 1963 survey questionnaire; this was

MAP - 2

DESTINATION OF CANADIANS IN THE UNITED STATES, VISITS OF ONE OR MORE NIGHTS DURATION

1962⁽¹⁾ - 1963
(PERCENTAGE)



(1) 1962 FIGURE IN BRACKET.

1.1 per cent more than the corresponding 1962 proportion. On the other hand, a slightly lower percentage had indicated destinations in the New England States (10.1 per cent), the West-North Central area (4.5 per cent), the Mountain region (3.5 per cent), and the West-South Central area (1 per cent). There was a moderate increase in the percentage of Canadians travelling to Alaska while the percentage going to the East-South Central States (0.6 per cent) was the same as in 1962.

A quarterly compilation of data on destination in the United States shows that, in the first two quarters of 1963, the highest proportion of travellers returning to Canada had been to the South Atlantic States (mainly Florida). Destinations in this region were reported by about 30 per cent of the respondents returning in the first quarter and by 25.4 per cent in the second quarter. Next in importance were the Middle Atlantic States, with close to 23 per cent in the first quarter and 24 per cent in the second quarter. The Pacific States also accounted for moderate percentages during the first half of the year, with 20 and 22 per cent for the first and second

quarters, respectively. In the third and fourth quarters of 1963, the heaviest concentration of travel was attributed to the Middle Atlantic States, which was the destination specified by 26.5 and 30 per cent, respectively, of the respondents. Destinations in the Pacific States came next, accounting for about 25.7 per cent in the third quarter and 23.4 per cent in the fourth quarter. In the third quarter, travel to the New England States amounted to 15.2 per cent, the third largest proportion while, in the fourth quarter, travel to the East-North Central area was third in importance, also with about 15 per cent of the total for the quarter.

The destination of Canadian travellers returning from the United States by plane, bus, and rail is presented in Statement 19 for the five years 1959-63 and in statement 18 by quarters for the year 1963. Data on the number of travellers visiting each area are estimated on the basis of the response from questionnaires mailed to a sample group of Canadians who returned from trips to the United States by the aforementioned types of transportation.

STATEMENT 18. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus, and Rail, by Geographic Regions, compiled Quarterly, 1963

Geographic region of destination ²	First quarter	Second quarter	Third quarter	Fourth quarter	Year
North-Eastern States	80,000	106,000	124,000	95,000	405,000
Great Lakes States	28,000	33,000	39,000	35,000	135,000
North-Western States	7,000	8,000	11,000	10,000	36,000
West Coast States	47,000	61,000	97,000	64,000	269,000
Other remaining states	89,000	95,000	57,000	45,000	286,000
Totals, United States	251,000	303,000	328,000	249,000	1,131,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

STATEMENT 19. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus, and Rail, by Geographic Regions, 1959-63

Geographic region of destination ²	1959	1960	1961	1962	1963
North-Eastern States	549,000	498,000	454,000	451,000	405,000
Great Lakes States	124,000	127,000	129,000	123,000	135,000
North-Western States	31,000	28,000	40,000	34,000	36,000
West Coast States	269,000	282,000	250,000	267,000	269,000
Other remaining states	267,000	295,000	282,000	292,000	286,000
Totals, United States	1,240,000	1,230,000	1,155,000	1,167,000	1,131,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

Results based on the response to the questionnaire survey show (Statement 19) that the number of non-automobile travellers who were destined for the North-Eastern States declined by approximately 10.4 per cent in 1963, as compared with 1962, while the frequency of destinations in the Great Lakes area registered a gain of about 9.8 per cent. At the same time, travel to the North-Western States experienced an increase of close to 6 per cent, whereas travel to the West Coast region and to other non-specified states declined slightly by 0.4 per cent and 0.7 per cent, respectively. Again in 1963, the largest proportion (404,000 or 35.7 per cent) of the long-term re-entries by plane, bus, and rail had visited the North-Eastern States.

An analysis, on a quarterly basis, of destination (Statement 18) shows that, in the first quarter, Canadians returning by plane, bus, or rail from

visits to "other remaining states" represented about 35.5 per cent of the total re-entries in that period, while those returning from the North-Eastern States and the West Coast States accounted for 32 and 18.7 per cent, respectively. A considerable percentage of the re-entries by plane, bus, and rail in the first quarter are presumably returning from vacations in the southern areas of the United States. In the second quarter, re-entries of Canadians from visits to the North-Eastern region accounted for 35 per cent of the aggregate and visits to "other remaining states" 31 per cent. In the third and fourth quarters, comparable figures were 37.8 and 38.2 per cent, respectively, for the North-Eastern region and 17.4 and 18.1 per cent for the "other remaining states" category. Visits to the West Coast States accounted for 29.6 per cent of the total in the third quarter and 25.7 per cent in the fourth quarter.

Canadian Travel in the United States by Length of Stay

For statistical purposes, Canadian travel to the United States is classified, according to length of stay abroad, into two categories. Short-term traffic comprises only the "same day visits", i.e., leaving

and returning to Canada on the same day. All other visits, i.e., spending one or more nights in the United States, are considered as being long-term.

STATEMENT 20. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1963

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
		%	\$	%
Short-term traffic (entering and leaving same day)				
Automobile	19,191,500	65.30	34,838,000	9.08
Plane	29,300	0.10	2,092,000	0.55
Bus	19,700	0.07	260,000	0.07
Rail	7,300	0.03	282,000	0.07
Boat	35,100	0.12	158,000	0.04
Bus in transit	13,000	0.04	—	—
Rail in transit	19,100	0.06	—	—
Other travellers (pedestrians, local bus, etc.)	5,098,300	17.35	16,310,000	4.25
Totals, non-automobile	5,221,800	17.77	19,102,000	4.98
Totals (short-term)	24,413,300	83.07	53,940,000	14.06
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States	814,500	2.77	9,313,000	2.43
Two or more nights in the United States	3,040,300	10.34	150,865,000	39.32
Totals, automobile	3,854,800	13.11	160,178,000	41.75
Plane	461,300	1.57	97,086,000	25.31
Bus	367,500	1.25	40,536,000	10.57
Rail	213,500	0.73	29,614,000	7.72
Boat	79,400	0.27	2,286,000	0.59
Totals, non-automobile	1,121,700	3.82	169,522,000	44.19
Totals (long-term)	4,976,500	16.93	329,700,000	85.94
Grand totals	29,389,800	100.00	383,640,000	100.00

¹ Subject to revision — Excludes Hawaii.

During 1963, some 24,413,300 re-entries from the United States were classed as short-term visits, an increase of 1,406,300 or 6.1 per cent over the 1962 figure. Furthermore, these short-term visits represent 83.1 per cent of the total re-entries from the United States, as compared with 82.3 per cent in 1962. Expenditures by Canadians returning from short-term visits in 1963 amounted to \$53,940,000, a gain of \$5,152,000 or 10.6 per cent over disbursements in 1962. However, the short-term expenditures make up only 14.1 per cent of the total expenditures on travel in the Continental United States. The proportion in 1962 was 11.8 per cent.

Canadians re-entering after one or more nights in the United States numbered 4,976,500, and accounted for 16.9 per cent of the total, a slight decrease from the 1962 proportion of 17.7 per cent. At the same time, payments of the long-term group, at \$329,700,000, accounted for 85.9 per cent of the total expenditures by Canadian travellers in the United States. The comparable figures in 1962 were expenditures amounting to \$365,325,000 representing 88.2 per cent of the total spent.

A more detailed analysis of travel by Canadian motorists in 1963, according to length of stay, reveals 19,191,500 in the short-term class, having entered the United States and returned to Canada on the same day, and it is estimated that they spent \$34,838,000. This represents an increase of 603,500 or 3.2 per cent in the number of visits and a gain

of \$1,358,000 or 4.1 per cent in expenditures. Short-term motorists spent an average of approximately \$1.80 per trip to the United States, about the same as in 1962.

Canadian automobile travellers returning after spending one night abroad totalled 814,500 in 1963, a decrease of 43,100 or 5 per cent under 1962. These motorists spent \$9,313,000, a decline of \$683,000 or 6.8 per cent in comparison with 1962 data. The average amount spent per person in this category amounted to \$11.43, slightly lower than the 1962 average of \$11.66. Similarly, the average expenditure per car, which in 1963 amounted to \$33.26, represented only a slight decrease from the corresponding average of \$33.71 in 1962. Motorists returning to Canada in 1963 after spending two or more nights in the United States numbered 3,040,300, up 132,000 or 4.5 per cent from the comparable 1962 volume. Their expenditures, however, amounting to \$150,865,000, represented a decline of \$8,754,000 or 5.5 per cent under 1962. The average amount spent per person per day in this classification declined to \$6.05 from \$6.93 in 1962, and the average outlay per car per day fell to \$17.02 from \$19.33. Although the number of travellers in this category represented only 10.3 per cent of the total traffic returning from the United States, their payments accounted for 39.3 per cent of the total expenditures for the year. Corresponding percentages for 1962 were 10.4 per cent and 38.5 per cent, respectively.

STATEMENT 21. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1963

Estimated days stay in the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail
1 ²	19,191,478	29,287	19,669	7,285
2.....	814,490	52,834	42,203	19,163
3-7.....	2,190,430	182,342	163,196	97,403
8-14.....	484,014	116,117	79,139	49,099
15-21.....	219,935	59,505	37,286	20,134
22 and over.....	145,967	50,479	45,686	27,684
Totals	23,046,314	490,564	387,179	220,768

¹ Excluding in transit.

² Persons leaving and returning on the same day.

Further information on returning Canadian automobile traffic in 1963, according to length of stay and province of re-entry into Canada, may be found in Tables 13, 14 and 15. One-day visits comprise all trips entering and returning from the United States on the same day, while the two-day class includes vehicles staying outside Canada for one night. Both these groups have already been discussed. For presentation in a simplified form, the length of stay in the United States by Canadian travellers is grouped and shown by mode of transportation used in Statement 21. Resident motorists

returning from trips lasting 3 to 7 days totalled 2,190,430 or 9.5 per cent of the returning automobile traffic. Those staying from 8-14 days amounted to 484,014 or 2.1 per cent of the total returning motorists. Canadian motorists who spent from 15 to 21 days in the United States numbered 219,935 or 1 per cent of the total, while longer lengths of stay were recorded by 145,967. However, within each of these groupings, over two days the visits which are of one week, two weeks, or three weeks duration are more numerous. Contrariwise, the number of United States motorists travelling in Canada decreases more or

less uniformly as the length of stay increases. As there is no reason to question the length of stay for United States motorists which is compiled from the dates of entry and exit recorded by Canadian Customs officers, it could be that some over-estimation does occur in the groups of Canadians staying 7 days, 14 days, and 21 days from visits being reported in terms of weeks rather than days.

Short-term travellers returning to Canada by means of transportation other than automobile in 1963 numbered 5,221,800, an increase of 802,800 or 18.2 per cent over the comparable 1962 volume. Their expenditures, which amounted to \$19,102,000, represented an increase of \$3,794,000 or 24.8 per cent. The volume of short-term non-automobile travel represented 17.8 per cent of the total re-entries in 1963 while their payments accounted for 4.9 per cent of the total expenditures. At the same time, both these proportions represented increases compared with corresponding 1962 figures. Long-term non-automobile travel returning from the United States numbered 1,121,700 persons in 1963, a decline of 50,000 or 4.3 per cent below the 1962 volume. Moreover, expenditures of this group totalled \$169,522,000, compared with \$195,710,000 in 1962, a decrease of 13.4 per cent. Long-term non-automobile travel accounted for only 3.8 per cent of the total traffic whereas their expenditures represented 44.2 per cent of the total payments. Corresponding percentages for 1962 were 4.2 per cent and 47.3 per cent, respectively. Additional data on non-automobile travel in the United States according to length of stay are presented in Tables 16, 17, and 18.

Canadians returning from the United States by plane after a short-term visit numbered 29,300 in 1963, an increase of 12,100 over 1962. Payments by this group amounted to \$2,092,000, a gain of \$894,000 over the previous year. On the other hand, the volume of long-term travel by plane declined by 6,600 persons or 1.4 per cent to 461,300 and payments of \$97,086,000 represented a decrease of \$16,518,000 or 14.5 per cent from 1962. The number of Canadians returning by plane estimated according to length of stay in Statement 21 shows that visits

lasting from 3 to 7 days accounted for 182,342 or 37.2 per cent of the return trips by this means of travel. Furthermore, some 116,117 persons or 23.7 per cent of the total remained in the United States from 8 to 14 days. Plane travellers who took trips to the United States lasting from 15 to 21 days numbered 59,505, about 12 per cent of the total number of Canadians returning by plane. The average expenditure for Canadian plane travellers to the United States in 1963 was \$202.20, compared with \$236.70 in 1962, while the average expenditure per person per day came to \$16.60, a drop of \$1.30 from the 1962 average. The highest average outlay per person per day in 1963 (\$71.50) appears for plane travellers who remained in the United States one day only. No doubt the cost of transportation is a factor contributing to higher expenditures per day for the shorter lengths of stay.

Persons returning to Canada by bus in 1963 after having entered the United States on the same day (excluding in transit) numbered 19,700, a decrease of 12,900 re-entries or 39.6 per cent in comparison with 1962. Expenditures of this group of short-term bus travellers also experienced a substantial drop, declining by \$220,000 or 45.8 per cent to \$260,000. Long-term re-entries by bus in 1963 amounted to 367,500, marking a decrease of 9,300 or 2.5 per cent in comparison with the 1962 figure, while expenditures by this group, which amounted to \$40,536,000, represented a decline of \$1,358,000 or 3.2 per cent. Canadians returning by bus after visits of from 3 to 7 days amounted to 163,196, accounting for 42.2 per cent of the total re-entries by this means. Visits lasting from 8 to 14 days accounted for 79,139 of the return trips by bus, or 20.4 per cent of the total, while 37,286 or 9.6 per cent had remained from 15 to 21 days. The average expenditure per person returning by bus in 1963 came to \$105.40, an increase of \$1.90 or 1.8 per cent in comparison with 1962. However, the average expenditure per person per day, amounting to \$8.40, represents a decline of \$0.60 from comparable 1962 data. Bus travellers who stayed in the United States 5 days recorded the highest average expenditure per person per day (\$14.90).

STATEMENT 22. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1963

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail
1 ²	83.3	5.9	5.1	3.3
2	3.5	10.8	10.9	8.7
3-7	9.5	37.2	42.2	44.1
8-14	2.1	23.7	20.4	22.3
15-21	1.0	12.1	9.6	9.1
22 and over	0.6	10.3	11.8	12.5
Totals	100.0	100.0	100.0	100.0

¹ Excluding in transit.

² Persons leaving and returning on the same day.

Short-term Canadian re-entries from the United States by rail (exclusive of in transit) came to 7,300 persons in 1963, a slight decrease of 100 persons or 1.4 per cent from the corresponding 1962 volume. Their expenditures, amounting to an estimated \$282,000, represented a reduction of \$91,000 or 24.4 per cent. Long-term visits by rail numbered 213,500, a decline of 15,400 or 6.7 per cent and payments of \$29,614,000 by this group of travellers were some \$6,644,000 or 18.3 per cent less than in 1962. Statement 21 reveals that residents who re-entered by rail after visits lasting from 3 to 7 days numbered 97,403 in 1963, representing 44 per cent of the total re-entries by this means. The rail travellers who remained from 8 to 14 days in the United States amounted to 49,099 or 22.3 per cent of the total. The average expenditure per rail traveller to the United States in 1963 was \$135.42, a drop of \$19.62 or 12.7 per cent from the 1962 average of \$155.04. Furthermore, the average outlay per person per day came to \$10.20 which was \$1.10 less than the corresponding average for 1962. As in 1962, the highest average expenditure on a per day basis was attributed to rail travellers remaining 24 hours or less, who in 1963 averaged \$38.70.

Residents leaving and returning to Canada on the same day by boat numbered 35,100 in 1963, a rise in volume of 18,500, and it is estimated that they spent \$158,000, an increase of \$86,000 over the previous year. On the other hand, there were 79,400 long-term re-entries by boat in 1963, some

18,700 or 19.1 per cent less than in 1962. Their expenditures of \$2,286,000 were some \$1,668,000 less than the corresponding figure for 1962.

Included in the expenditures of Canadian travellers remaining 48 hours and over in the United States is the value of merchandise declared under the customs exemption privilege. The customs exemption on Canadian purchases of merchandise in the United States was reduced in value from \$100 to \$25 every four months, effective June 25, 1962 and influenced the value of purchases declared during the last half of that year. However, this reduction, being in effect the whole year, had considerable influence during 1963, when the value of merchandise declared by Canadians returning from trips to the United States totalled \$21,810,276, a substantial decrease of \$12,550,689 or 36.5 per cent from the total of \$34,360,965 in 1962. Furthermore, 1962 and 1963 both show the effect of the reduced exemption privilege when compared with 1961, at which time purchases declared amounted to some \$59.7 million. The average value per declaration in 1963 amounted to \$20.21 compared to \$33.63 in 1962. The number of declarations made by Canadians returning from the United States totalled 1,079,069 in 1963, an increase of 57,258 or 5.6 per cent from the year 1962. The value of declared merchandise taken as a proportion of total expenditures dropped from 8.3 per cent in 1962 to 5.7 per cent in 1963.

Canadian Travel in the United States by Purpose of Trip

Data on purpose of trip compiled from the response to the mail questionnaire survey is summarized in Statements 23, 24, and 25. These statements and the following text concerning data obtained from the survey are based on compilations from the completed questionnaires reporting one purpose of trip only. On the whole, the purpose of trip reported by Canadians travelling to the United States in 1963 showed little significant change from 1962. Recreation, once again, was the most popular reason for visiting the United States as 47.4 per cent of the respondents specified this purpose, a

drop of 1.9 percentage points below 1962. Visits to friends or relatives represented 34.2 per cent of the persons compared with 32.1 per cent in the previous year. Business trips were listed by 11.9 per cent of the respondents, a slight advance over the 1962 percentage, while shopping excursions accounted for 1.4 per cent, a drop of 1 point from the 2.4 per cent in 1962. The proportion specifying formal study was the same as in 1962, but travel for health reasons recorded an increase, accounting for 3.1 per cent of the respondents in 1963 compared with 2.5 per cent in the previous year.

STATEMENT 23. Purpose of Trip¹ Reported by Canadians Returning from the United States, compiled Quarterly, Questionnaire Survey, 1963

Period of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
First quarter.....	12.0	0.5	0.6	40.9	40.4	4.9	0.7
Second quarter.....	15.7	0.5	1.5	44.5	30.7	6.1	1.0
Third quarter.....	7.1	0.6	1.4	55.7	32.3	0.7	2.2
Fourth quarter.....	17.2	0.2	2.4	41.3	35.4	1.6	1.9
Year.....	11.9	0.5	1.4	47.4	34.2	3.1	1.5

¹ Questionnaires reporting one purpose only.

Statement 23 presents purpose of trip data on a quarterly basis for the year 1963. The popularity of recreation appeared highest during the third quarter, amounting to 55.7 per cent of the travel in that period compared with 57.2 per cent in 1962. The most notable change over comparable 1962 data occurred during the first and second quarters when the proportion of respondents specifying recreation dropped 3.8 and 4.5 percentage points, respectively. Visiting friends or relatives again appeared more frequently during the first quarter, representing 40.4 per cent of the respondents in that period. This probably reflects the fact that persons who visit friends or relatives in the United States during the Christmas season returned to Canada in the month of January. In comparison with 1962, the proportion of travel for the purpose of visiting friends or relatives experienced slight increases in all four quarters. Travel for business reasons showed

marked quarterly variation ranging from 7.1 per cent of the respondents in the third quarter to 17.2 per cent in the fourth. The percentage of respondents specifying health was highest during the first half of the year, amounting to 4.9 per cent of the persons in the first quarter and 6.1 per cent of the respondents in the second. Although this follows the same pattern as in previous years, the proportion of travel for health in the first two quarters of 1963 was considerably higher than in the first two quarters of 1962. An examination of questionnaires indicating shopping as the main purpose of trip revealed that travel for this purpose was highest during the second and fourth quarters of the year. Here, the influence of the Easter and Christmas seasons is reflected. In comparison with similar data for 1962, the proportion of respondents specifying shopping decreased in the second quarter but increased during the fourth.

STATEMENT 24. Purpose of Trip¹ Reported by Canadians Returning from the United States, by Province of Re-entry, Questionnaire Survey, 1963

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
	per cent						
Atlantic Provinces	6.9	0.8	1.0	36.2	47.8	3.4	3.9
Quebec	12.3	0.4	0.4	55.7	26.1	4.5	0.6
Ontario	14.3	0.4	1.3	41.7	37.9	2.8	1.6
Manitoba	14.2	1.4	2.3	41.4	32.4	3.5	4.8
Saskatchewan	6.1	2.2	3.1	54.2	23.6	4.0	6.8
Alberta	24.3	1.6	0.8	36.6	33.3	2.4	1.0
British Columbia and Yukon Territory	6.0	0.4	2.8	53.2	34.4	1.9	1.3
Canada	11.9	0.5	1.4	47.4	34.2	3.1	1.5

¹ Questionnaires reporting one purpose only.

Purpose of trip reported by Canadians returning from the United States was also compiled according to province of re-entry for presentation in Statement 24. Survey results showed that once more, a higher proportion of Canadian residents returning via the province of Alberta had been to the United States for business reasons than residents returning by way of any other province. In 1963, business trips accounted for 24.3 per cent of all entries through Alberta compared with 25.3 per cent in 1962. This same purpose was listed by 14.3 per cent of the respondents returning through Ontario, 14.2 per cent of the re-entries via Manitoba and 12.3 per cent of the Canadians returning through ports in Quebec. Travel to the United States for the purpose of formal study was most frequent among residents of Saskatchewan as 2.2 per cent of the respondents returning via this province indicated this reason. Residents of Alberta followed with 1.6 per cent. Comparable figures for 1962 came to 0.5 per cent and 0.9 per cent, respectively. On the whole, higher proportions of returning residents through the Western Provinces indicated formal study than did residents re-entering in Eastern Canada. Shopping trips to the United States were also evident among residents of the

Western Provinces. Residents of Saskatchewan registered the highest proportion, amounting to 3.1 per cent, while 2.8 per cent of the respondents returning in British Columbia and the Yukon Territory had indicated a similar reason. Both these percentages represented declines from the corresponding proportions in 1962. Recreation as a purpose of visit was reported most frequently by Canadians returning via Quebec ports and was specified by 55.7 per cent of the respondents re-entering that province, about the same percentage as in 1962. Some 54.2 per cent of the re-entries through Saskatchewan indicated recreation as did 53.2 per cent of those re-entering via British Columbia and the Yukon Territory. Visits to friends or relatives was a popular purpose of trip with residents of all provinces, especially the Atlantic Provinces which registered 47.8 per cent or 5.4 percentage points more than in 1962. Visiting friends or relatives was the purpose of trip for 37.9 per cent of the re-entries through Ontario, and 34.4 per cent through British Columbia and the Yukon Territory, representing increases of 1.6 and 6.2 percentage points, respectively, over comparable 1962 data. Health as a reason for travel to the United States was most

prevalent amongst Canadians re-entering by ports in Quebec in 1963, accounting for 4.5 per cent of the re-entries in that province, an increase of 2 percentage points over the previous year. Travel for health reasons was specified by 4 per cent of the respondents returning by way of Saskatchewan, 3.4

per cent of those returning through the Atlantic Provinces and 2.8 per cent of the re-entries via Ontario. "Other" reasons given for travel south of the border ranged from 0.6 per cent of the re-entries through Quebec to 6.8 per cent of those returning in Saskatchewan.

STATEMENT 25. Purpose of Trip¹ Reported by Canadians Returning from the United States, by Type of Transportation, Questionnaire Survey, 1963

Type of transportation	Percentage of persons reporting main purpose of trip						
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other
Plane	27.3	0.7	0.2	37.2	29.7	4.0	0.9
Bus	4.3	0.7	3.1	40.0	47.0	3.9	1.0
Rail	10.0	0.8	2.0	25.2	57.5	3.8	0.7
Boat	1.4	0.2	5.2	53.1	37.8	0.6	1.7
Totals, non-automobile	21.8	0.7	0.8	36.0	35.8	4.0	0.9
Automobile	4.9	0.3	1.9	55.5	33.0	2.4	2.0
Grand totals	11.9	0.5	1.4	47.4	34.2	3.1	1.5

¹ Aggregate of questionnaires reporting one purpose only.

The purpose of visit (reported by Canadians returning from the United States) by type of transportation used is presented in Statement 25. During 1963, 36 in every 100 Canadians who travelled to the United States by transportation other than automobile, did so for recreational purposes. This marked a decline of 3.3 percentage points from the 1962 figure. Visiting friends or relatives accounted for 35.8 per cent of the non-automobile travel, 1.6 percentage points more than in the previous year. Business trips accounted for 21.8 per cent of the non-automobile respondents in comparison with 20.8 per cent in 1962. Moreover, Statement 25 also shows the relatively high proportion of business trips by plane, with 27.3 per cent of the plane travellers specifying this purpose in 1963. Shopping trips were indicated by only 0.8 per cent of the non-automobile re-entries, a slight decrease from the 1962 proportion of 1.1 per cent. The highest proportion of plane and boat traffic consisted of persons

travelling for recreation, whereas the majority of rail and bus travel was for the purpose of visiting friends or relatives.

The proportion of respondents travelling by automobile who indicated recreation as their purpose for travelling to the United States in 1963 amounted to 55.5 per cent, a slight decline from the 1962 percentage. Those who specified visiting friends or relatives rose from 30.7 per cent of the automobile re-entries in 1962 to 33.0 per cent in 1963. On the other hand, shopping trips taken as a percentage of the total experienced a decline of 1.4 percentage points and travel for business reasons fell by 0.3 points in comparison with 1962 data. Travel for health was up slightly, while the percentages of automobile travellers who reported formal study or other purposes experienced slight declines from similar data for 1962.

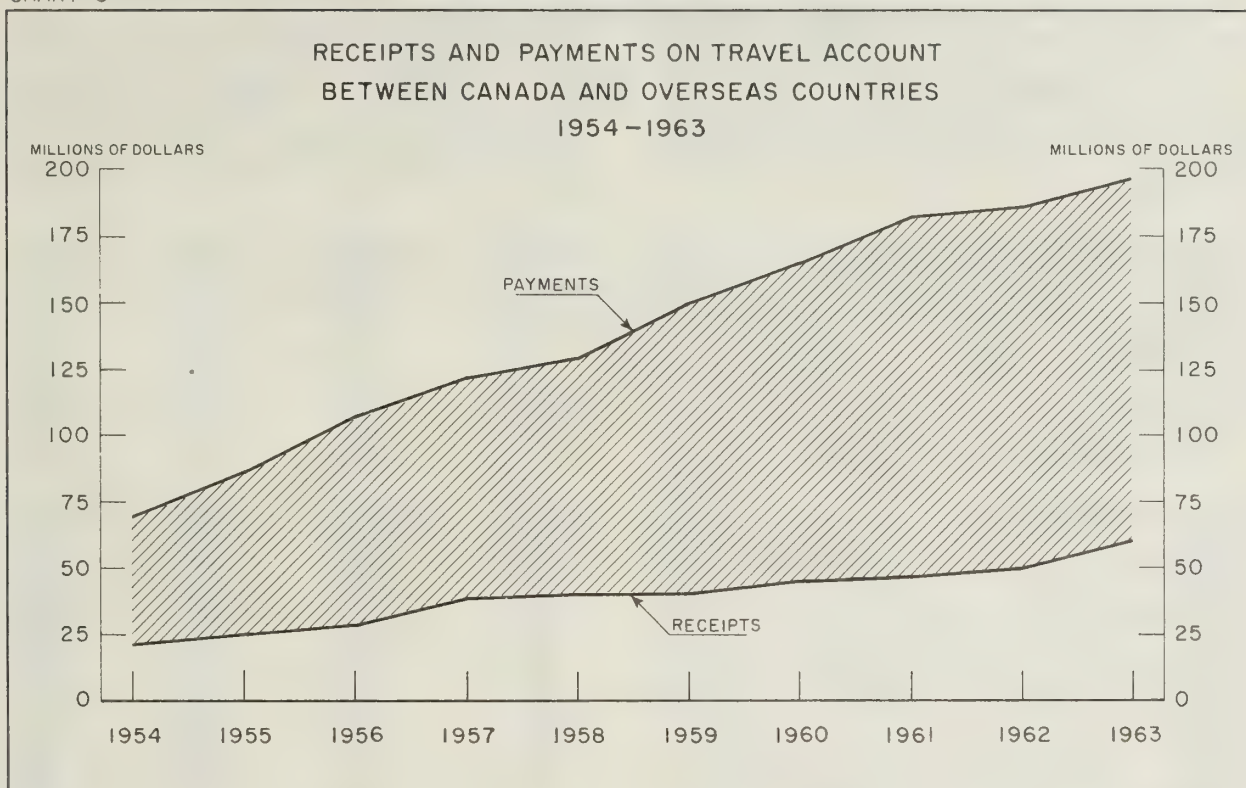
Overseas Visitors to Canada

Volume and Expenditures

Non-resident visitors (other than immigrants) entering Canada direct from overseas countries during the last nine months of 1963 numbered 76,370. These are the first figures on this traffic movement that have become available through the Department of Citizenship and Immigration since 1960.

Receipts from residents of overseas countries travelling in Canada during 1963 are estimated at \$60 million, representing a \$10 million or 20 per cent increase over corresponding data for 1962. An estimate of the receipts by area indicates that some \$28 million or 46.7 per cent of the total can be credited to visitors from the United Kingdom, an increase of \$6 million or 27.3 per cent over 1962. Visitors from other "Sterling Area" countries are

CHART-3



**STATEMENT 26. Balance of Payments on Travel Account Between Canada
and Overseas Countries,¹ 1962 and 1963²**

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. countries		All other countries	
	1962	1963	1962	1963	1962	1963	1962	1963	1962	1963
millions of dollars										
Receipts	50	60	22	28	8	8	14	16	6	8
Payments	186	197	71	70	21	21	75	86	19	20
Net balance	- 136	- 137	- 49	- 42	- 13	- 13	- 61	- 70	- 13	- 12

¹ Exclusive of Hawaii.

² Subject to revision.

estimated to have spent \$8 million, the same amount as in the previous year. Estimated expenditures by residents of other European countries advanced by \$2 million or 14.3 per cent to \$16 million, while receipts attributed to visitors from areas not already specified totalled \$8 million, \$2 million or 33.3 per cent more than in 1962. A quarterly examination of receipts shows that payments by overseas visitors were greatest during the third quarter, amounting to \$25 million. Receipts during the second quarter totalled \$18 million, while the estimated amount spent by overseas visitors in Canada during the

first and fourth quarters came to \$5 million and \$12 million, respectively.

Data available for the April-December period of 1963 show that the aeroplane was the chosen form of transportation for the majority of the overseas visitors travelling to Canada. The number of overseas visitors entering Canada direct by plane during the last three quarters of 1963 amounted to 59,244 or 77.6 per cent of the total volume. On the other hand, direct arrivals by boat, at 17,126, represented 22.4 per cent of the total.

**STATEMENT 27. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Countries, compiled Quarterly, April - December, 1963¹**

Country of residence	Second quarter	Third quarter	Fourth quarter	April - December
United Kingdom	13,007	17,370	6,385	36,762
Commonwealth countries (n.e.s.)	2,124	2,935	1,221	6,280
Australia	761	646	292	1,699
Bahamas	57	76	9	142
Barbados	63	143	50	256
Bermuda	98	262	143	503
Hong Kong	109	169	102	380
India	120	220	108	448
Jamaica	326	801	290	1,417
New Zealand	343	343	118	804
Pakistan	32	97	14	143
Trinidad and Tobago	215	178	95	488
O.E.C.D. countries (n.e.s.)	10,324	7,446	5,162	22,932
Austria	128	189	150	467
Belgium	463	292	202	957
Denmark	464	278	141	883
France	963	1,306	1,226	3,495
Germany (West)	2,994	2,155	1,021	6,170
Greece	191	202	235	628
Ireland (Republic)	108	196	79	383
Italy	893	612	564	2,069
Netherlands, The	3,128	1,340	716	5,184
Norway	256	253	163	672
Portugal	57	43	78	178
Spain	89	91	92	272
Sweden	248	143	307	698
Switzerland	342	346	188	876
Europe (n.e.s.)	808	1,032	822	2,662
Czechoslovakia	39	88	102	229
Finland	92	85	38	215
Poland	196	304	207	707
U.S.S.R.	62	61	51	174
Yugoslavia	82	101	87	270
Other European countries	337	393	337	1,067
Africa	259	273	138	670
South Africa (Republic)	167	93	46	306
Other African countries	92	180	92	364
Asia (n.e.s.)	839	941	388	2,168
China	119	124	65	308
Japan	626	517	260	1,403
Other Asian countries	94	300	63	457
Middle East	277	311	170	758
Israel	160	159	68	387
Other Middle East countries	117	152	102	371
Central America	865	872	628	2,365
Mexico	765	795	500	2,060
Other Central American countries	100	77	128	305
South America	439	192	146	777
Argentina	118	72	34	224
Other South American countries	321	120	112	553
West Indies (n.e.s.)	60	96	76	232
Other Countries	156	470	138	764
Grand totals	29,158	31,938	15,274	76,370

¹ Data for first quarter not available.

Visitors arriving directly from the United Kingdom accounted for the largest number of non-immigrant entries from overseas countries. Arrivals from this area totalled 36,762, which is 48.2 per cent of the total travellers entering Canada direct from overseas countries. Visitors originating in other Commonwealth countries numbered 6,280, accounting for 8.2 per cent of the total volume,

while some 22,932 or 30 per cent of the direct entries indicated other European countries as their country of residence. The majority of direct arrivals from the latter region were from West Germany, The Netherlands and France. Overseas arrivals originating in countries not already specified numbered 10,396 which amounts to 13.6 per cent of the total.

**STATEMENT 28. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Ports of Entry, compiled Quarterly, April-December, 1963¹**

Port of entry	Second quarter	Third quarter	Fourth quarter	April - December
Gander, Nfld.	523	659	566	1,748
Halifax Airport, N.S.	896	892	612	2,400
Montreal Airport, Que.	8,529	9,767	7,856	26,152
Toronto Airport, Ont.	6,801	11,194	2,867	20,862
Winnipeg, Man.	680	962	248	1,890
Edmonton, Alta.	488	335	159	982
Vancouver Airport, B.C.	1,748	2,096	936	4,780
Totals	19,665	25,905	13,244	58,814
Halifax, N.S. (vessel)	83	49	214	346
Montreal, Que. (vessel)	673	534	303	1,510
Quebec, Que.	7,614	4,708	1,202	13,524
Vancouver, B.C. (vessel)	708	245	100	1,053
Totals	9,078	5,536	1,819	16,433
Other ports (aeroplane and vessel)	415	497	211	1,123
Grand totals	29,158	31,938	15,274	76,370

¹ Data for first quarter not available.

Length of Stay

Data compiled from the response to questionnaires distributed by port officials to overseas visitors to Canada showed that persons from other European countries remained in Canada an average of 69 days. Respondents to the survey who were residents of the United Kingdom remained about 42 days, while the average length of stay reported by visitors from other Commonwealth countries amounted to between 22 and 23 days. Visitors from areas not already specified averaged about 19 days in Canada. Respondents who reported that they travelled to Canada by boat remained on the average much longer than air travellers. However, it is possible that some persons travelling by boat may have included the number of days en route to North America, although they were asked to report only the length of stay in Canada. Then too, the very fact that people travel by boat indicates that they are less hurried than plane travellers, and will probably remain at their destination a longer period of time.

Purpose of Trip

Data on the purpose of trip reported by overseas visitors to Canada are presented by country of residence in Statement 29. The majority of trips to Canada by all overseas visitors are for the stated purpose of visiting friends or relatives. In 1963, 78.8 per cent of the visitors from the United Kingdom came to Canada to visit friends or relatives. The proportion of entrants from other European countries, other Commonwealth countries and all other countries who specified this same purpose amounted to 77.0, 53.1 and 41.9 per cent, respectively. Business was the next most frequently reported purpose for travelling to Canada, followed by recreation. Travel for business reasons accounted for 35.3 per cent of the visitors originating in other countries, while recreation was reported by 27.3 per cent of the travellers from other Commonwealth countries. Recreation was also an important consideration in trips to Canada by arrivals from other countries.

**STATEMENT 29. Purpose of Trip reported by Overseas Visitors to Canada,
compiled by Area of Residence, 1963**

Area of residence	Business	Formal study	Recreation	Visiting friends or relatives	Government services
	per cent				
Aeroplane and vessel:					
United Kingdom	12.6	0.1	7.4	78.8	1.1
Other European countries	14.0	2.2	6.3	77.0	0.5
Other Commonwealth countries	17.0	1.4	27.3	53.1	1.2
All other countries	35.3	1.7	21.1	41.9	—
Grand totals	15.1	0.8	10.7	72.5	0.9

Summary of Canadian Travel Overseas (Direct and via the United States)

The total number of Canadian residents who returned from trips to countries other than the United States rose from 311,400 in 1962 to 342,057 in 1963. This represents an increase of 30,657 or about 9.8 per cent. Moreover, a breakdown of Canadians returning from trips to overseas countries reveals that 282,057 returned direct to Canada, while an estimated 60,000 returned via the United States. This may be compared with 253,400 returning direct and 58,000 returning via the United States during 1962. The gross expenditures by Canadians who returned from trips to overseas countries are estimated at \$277 million, up \$26 million or 10.4 per cent over 1962. Of this \$277 million, \$139 million was allocated for expenditures in overseas countries and \$138 million for oceanic transportation costs. Similar figures for 1962 are \$130 million and \$121 million, respectively. Incorporated in the cost of transportation are payments of \$72 million to Canadian carriers and \$8 million to United States transportation companies. Payments to Canadian and United States carriers are not included in the data presented in Statement 26 or other data concerning payments for overseas travel. Payments to Canadian carriers do not involve a transfer of funds to overseas countries and, consequently, are not included in balance of payments data, while payments to United States carriers are debited to the travel account between Canada and the United States. The resultant net of \$197 million constitutes the debit side of the travel account between Canada and overseas countries. This debit of \$197 million represents an increase of \$11 million or almost 6 per cent over 1962.

An examination of the debits shows the United Kingdom received \$70 million or 35 per cent, other sterling areas \$21 million or 11 per cent, other O.E.C.D. countries \$86 million or 44 per cent, and all other countries accounted for \$20 million or 10 per cent. In comparison with 1962, Canadian payments in other O.E.C.D. countries showed the

greatest increase—\$11 million, all other countries an increase of \$1 million, while payments in other sterling areas remained unchanged. On the other hand, payments by Canadians returning from trips to the United Kingdom declined from \$71 million to \$70 million in 1963.

Based on survey material, estimates on some of the main destinations of Canadians travelling to overseas countries were made. From data on hand, it can be assumed that some 150,000 trips were taken to the United Kingdom and 146,000 to O.E.C.D. countries. However, it should be noted that included in each of these amounts, there is a duplication of about 70,000 trips to both areas. Comparable data for 1962 are 144,000 and 131,000 trips, respectively, with a duplication of 64,500 trips to both areas. The number of Canadian residents estimated to have visited other Commonwealth countries rose from 55,000 in 1962 to 58,000 in 1963, a gain of 3,000 or 5.5 per cent, while an estimated 42,000 Canadians visited areas not already specified, a substantial increase of 16,000 or between 61 and 62 per cent when compared with similar data for 1962. In addition, some 16,000 Canadian travellers are estimated to have visited two or more areas, down 4,000 or 20 per cent from the figures for 1962.

Using the survey as a basis, estimates on the number of trips to some of the European countries visited most frequently by Canadians returning both direct and via the United States are as follows: some 75,000 visits were made to France; 55,000 visits to Germany; 55,000 visits to Italy; 45,000 visits to Switzerland; and about 40,000 visits to The Netherlands. Comparable data for 1962 showed 70,000 visits to France; 45,000 visits to Germany; 45,000 visits to Italy; 40,000 visits to Switzerland; and 35,000 visits to The Netherlands. The above estimates for both years do not include visits by civilian or military personnel posted overseas.

Canadian Travel Overseas (Direct)

Volume

Canadian travellers returning direct from trips to countries other than the United States amounted to 282,057 in 1963, an increase of some 28,657 or 11.3 per cent over 1962. However, both the increase in the number of trips and the percentage gain are lower than those recorded in 1962 as compared with 1961.

A quarterly analysis in comparison with 1962 reveals that, in the first quarter, re-entries amounted to 60,502, a gain of 5,548 or 10 per cent. Canadians returning direct from overseas countries during the second quarter numbered 59,838, an increase of 3,326 or about 6 per cent, while there were 108,336 re-entries recorded in the third quarter, some 10,883 or 11 per cent more than in the corresponding quarter of the previous year. Similarly, Canadians returning direct from overseas during the fourth quarter totalled 53,381, a substantial rise of 8,900 or 20 per cent over the same quarter of 1962.

Expenditures

Estimated gross expenditures by Canadians returning direct from countries other than the United States amounted to \$228 million in 1963, up \$21 million or about 10 per cent over similar data for 1962. This total includes transportation costs paid to Canadian, United States and all other carriers. An examination of the gross expenditures reveals that Canadians spent approximately \$115 million in overseas countries and paid \$113 million for overseas transportation. Similar data for 1962 are \$108 million and \$99 million, respectively. The transportation costs for 1963 include \$2 million paid to United States companies and \$65 million to Canadian carriers. The \$2 million transportation costs are transferred to the United States travel account while the \$65 million to Canadian carriers does not represent a movement of funds to overseas countries and, therefore, is not included in data on balance of payments. Moreover, it is estimated that 57.8 per cent of the total cost of transportation to overseas countries went to Canadian carriers in 1963, as compared with 51.5 per cent in 1962. Net expenditures by Canadians returning direct from overseas countries, exclusive of transportation costs to Canadian and United States carriers, are thus estimated at \$161 million for 1963, a rise of about \$7 million or slightly more than 4.5 per cent over the 1962 estimate. This \$161 million comprised some \$46 million in overseas transportation costs paid to carriers other than those of United States or Canadian registry. As in previous years, the percentage increase in expenditures is proportionately less than the gain in the number of Canadians visiting overseas countries, although in 1963 the difference between the increases was not as marked as in preceding years. This greater rise in the volume of traffic as compared to the increase in payments reflects the fact that more persons travelled overseas by Canadian carriers in 1963

and, furthermore, overseas visits in some areas were of shorter duration.

When compared with 1962 on a quarterly basis, only slight changes in payments by Canadians for overseas trips (exclusive of transportation costs to United States and Canadian carriers) occurred in the first and third quarters. On the other hand, payments during the second quarter of 1963 rose to \$37 million, an advance of \$3 million or nearly 9 per cent and in the fourth quarter amounted to \$32 million, as compared with \$28 million in the fourth quarter of 1962, an increase of \$4 million or slightly better than 14 per cent.

The distribution, by country or area, of the estimated Canadian payments within overseas countries (excluding transoceanic transportation costs) for the year 1963 was as follows: United Kingdom \$39.1 million; other European countries \$51.7 million; other sterling areas \$14.6 million; and in all other overseas countries \$9.5 million. Increases were recorded in all four areas, with disbursements within other European countries showing the largest advance, climbing from \$46.6 million in 1962 to \$51.7 million in 1963, up \$5.1 million or 11 per cent.

Type of Transportation

The number of Canadians returning direct from overseas countries is shown in Statement 30 by principal ports of re-entry into Canada. Data show that the largest proportion (83 per cent) of the traffic re-entered at the principal airports by either Canadian or foreign air lines. This was approximately the same proportion as in 1962.

The total number of re-entries by air in 1963 marked an advance of 28,679 or 14 per cent more than in the previous year. On the other hand, the number of Canadians returning direct from overseas at principal seaports in 1963 was down 6,791 or about 19 per cent. Other ports (both aeroplane and vessel) not elsewhere specified in the statement accounted for 19,526 re-entries, some 6,769 or 53 per cent more than in 1962.

Nearly all the principal airports recorded gains in the number of direct re-entries, with the exception of Gander, Newfoundland and Greenwood, Nova Scotia. The most significant advance occurred at Toronto airport where direct re-entries increased by 20,106 or 35 per cent over the corresponding 1962 volume. On the other hand, there were fewer direct re-entries at all principal seaports in 1963, with the main declines occurring at Quebec City and Saint John, New Brunswick.

Data on Canadian travellers returning direct from overseas travel by principal ports of re-entry are presented on a quarterly basis in Statement 31. There were more re-entries recorded in each quarter of 1963 than in the corresponding periods of 1962.

**STATEMENT 30. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1959-63**

Port of re-entry	1959	1960	1961	1962	1963
Gander, Nfld.	3,578	4,471	6,885	6,962	5,421
Greenwood, N.S.	—	1,298	1,791	1,752	851
Halifax Airport, N.S.	¹	1,588 ²	5,355	5,817	7,610
Sydney Airport, N.S.	—	656	795	906	1,111
Montreal Airport, Que.	64,938	77,965	96,859	104,184	105,399
Toronto Airport, Ont.	23,765	36,673	44,021	57,472	77,578
Winnipeg, Man.	—	483	3,997	4,357	5,726
Edmonton, Alta.	1,462	2,705	2,575	4,107	6,694
Vancouver Airport, B.C.	12,905	17,040	16,630	19,806	23,652
Totals	106,648	142,879	178,908	205,363	234,042
St. John's, Nfld.	537	430	300	16	15
Halifax, N.S. (vessel)	4,055 ³	4,502 ³	2,789	2,550	2,295
Saint John, N.B.	940	399	510	2,283	233
Quebec, ⁴ Que.	39,704	34,601	30,524	27,713	23,786
Vancouver, B.C. (vessel)	1,493	1,512	2,526	2,718	2,160
Totals	46,729	41,444	36,649	35,280	28,489
Other ports (aeroplane and vessel)	3,428	4,243	7,561	12,757	19,526
Grand totals	156,805	188,566	223,118	253,400	282,057

¹ Included under Halifax (vessel).

² August-December inclusive.

³ Includes re-entries by aeroplane prior to August, 1960.

⁴ Many returning residents cleared at Quebec disembark at Montreal.

**STATEMENT 31. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, compiled Quarterly, 1963**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	1,208	1,005	1,952	1,256	5,421
Greenwood, N.S.	360	491	—	—	851
Halifax Airport, N.S.	1,291	2,192	2,657	1,470	7,610
Sydney Airport, N.S.	—	76	953	82	1,111
Montreal Airport, Que.	24,241	21,662	37,426	22,070	105,399
Toronto Airport, Ont.	19,138	16,400	31,719	10,321	77,578
Winnipeg, Man.	542	1,413	2,665	1,106	5,726
Edmonton, Alta.	640	1,883	3,345	826	6,694
Vancouver Airport, B.C.	8,941	4,681	6,039	3,991	23,652
Totals	56,361	49,803	86,756	41,122	234,042
St. John's, Nfld.	—	—	15	—	15
Halifax, N.S. (vessel)	1,027	419	238	611	2,295
Saint John, N.B.	110	—	—	123	233
Quebec, ¹ Que.	—	6,410	12,622	4,754	23,786
Vancouver, B.C. (vessel)	784	489	560	327	2,160
Totals	1,921	7,318	13,435	5,815	28,489
Other ports (aeroplane and vessel)	2,220	2,717	8,145	6,444	19,526
Grand totals	60,502	59,838	108,336	53,381	282,057

¹ Many returning residents cleared at Quebec disembark at Montreal.

The most notable gains appeared in the third and fourth quarters, amounting to 10,883 (or 11 per cent) and 8,900 (or 20 per cent), respectively. At the same time, direct re-entries advanced by 5,548 (or 10 per cent) in the first quarter and 3,326 (or 6 per cent) in the second quarter.

Some 37 per cent of the direct re-entries by plane were recorded in the third quarter of 1963, 24 per cent in the first quarter, 21 per cent in the second quarter, and 18 per cent in the fourth quarter. An analysis of re-entries by vessel reveals more pronounced quarterly trends than plane, with about 47 per cent recorded in the third quarter, 26 per cent in the second quarter, 20 per cent in the fourth quarter, and 7 per cent in the first quarter. Decreased traffic by vessel at the St. Lawrence River ports in the winter months is largely responsible for the low volume in the first quarter even though re-entries via Atlantic seaports are highest during that time. Travel by plane is not affected to the same extent by winter conditions and shows less variation on a quarterly basis, as shown in Statement 31.

Destination

As many of the respondents to the survey reported visiting more than one country while overseas, and especially persons visiting Europe, destinations were compiled by area instead of individual countries. Statement 32 shows the destination area by type of transportation, quarterly for 1963. A comparison with 1962 figures reveals that the percentage of travel to the United Kingdom only, showed a slight decline of 2.4 percentage points, while the percentage of visits to both the United Kingdom only, and the United Kingdom in combination with trips to Continental Europe amounted to 50.4 per cent, a reduction of 2.9 percentage points from the 1962 proportion. Based on the information from the survey of Canadians returning direct from overseas countries, about 142,000 Canadians are estimated to have visited the United Kingdom in 1963, an increase of about 7,000 or 5.2 per cent over similar data for 1962. Included in the above total are an estimated 64,000 Canadians who visited both the United Kingdom and one or more other European countries. This may be compared with an estimated

STATEMENT 32. Destination reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Type of Transportation, 1963

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane:					
United Kingdom only.....	23.3	22.2	29.2	29.6	26.4
United Kingdom and other European countries	7.7	20.1	27.3	25.8	20.9
Other European countries only	18.5	20.4	26.8	29.4	24.0
Other Commonwealth countries	26.9	22.7	8.4	6.6	15.4
All other countries	18.7	10.3	6.1	5.1	9.8
Combined destinations	4.9	4.3	2.2	3.5	3.5
Totals	100.0	100.0	100.0	100.0	100.0
Vessel:					
United Kingdom only.....	46.7	29.5	41.7	41.1	39.9
United Kingdom and other European countries	6.5	39.7	40.4	35.3	37.6
Other European countries only.....	22.6	16.3	15.6	21.8	17.4
Other Commonwealth countries	—	2.1	—	—	0.3
All other countries	14.5	1.3	1.9	1.2	2.2
Combined destinations	9.7	11.1	0.4	0.6	2.6
Totals	100.0	100.0	100.0	100.0	100.0
Aeroplane and vessel:					
United Kingdom only.....	23.8	22.8	31.2	31.0	27.8
United Kingdom and other European countries	7.7	21.7	29.2	27.0	22.6
Other European countries only	18.6	20.1	25.1	28.4	23.3
Other Commonwealth countries	26.3	21.0	7.1	5.8	13.9
All other countries	18.6	9.6	5.4	4.7	9.0
Combined destinations	5.0	4.8	2.0	3.1	3.4
Grand totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

58,500 Canadians who visited both the United Kingdom and other European countries in 1962.

A further analysis of survey data indicates that some 23.3 per cent of the Canadians returning direct from overseas in 1963 had visited countries in Continental Europe only, a slight decrease of 0.5 percentage points from similar data for 1962. The percentage who visited both the United Kingdom and Continental Europe dropped from 23.1 per cent in 1962 to 22.6 per cent in 1963. However, on the basis of the above figures, the number of Canadians who visited Continental Europe in 1963 is estimated at 130,000 persons, including some 64,000 who visited both the United Kingdom and Continental Europe. This represents an increase of some 11,000 or 9.2 per cent over 1962. Furthermore, as many persons include visits to more than one country in their trip, it is estimated that these 130,000 Canadians made 360,000 visits to Continental European countries. Comparable figures for 1962 are 119,000 persons making 325,000 visits. The percentages of persons visiting one or more Continental European countries in 1963 are estimated as follows: one country 40 per cent; two countries 19 per cent; three countries 13 per cent; four countries 8 per cent; five countries 6 per cent; six countries 5 per cent; and seven or more countries 9 per cent. These estimates are based on the results compiled from completed questionnaires covering approximately 6,400 persons who had visited the United Kingdom and Continental Europe. On a percentage basis of visits, survey results indicated that the main countries visited in Continental Europe, in order, were; France, Germany, Italy, Switzerland, and The Netherlands. Moreover, the approximate number of visits to each country by Canadians returning direct in 1963 are estimated as follows: France 71,000; Germany 48,000; Italy 47,000; Switzerland 42,000; and The Netherlands 36,000. Compared with similar 1962 data, Italy received the greatest percentage increase in the number of visits, advancing some 14.6 per cent. Germany, France, Switzerland, and The Netherlands followed closely with percentage increases of 11.6, 10.9, 10.5 and 9.1 per cent, respectively.

The results of the 1963 survey of Canadian residents returning direct from overseas trips also disclosed that some 13.9 per cent had visited Commonwealth countries other than the United Kingdom. Based on this percentage, the number of Canadians returning direct who visited other Commonwealth countries during 1963 is estimated at about 39,000 persons, 3,000 or about 8 per cent more than in 1962. Some of the more popular destinations within the other Commonwealth category were the West Indies Federation, Bermuda, and the Bahamas. These estimates do not include Canadian residents who visited other Commonwealth countries and returned by way of the United States.

The 1963 survey also indicated that 9 per cent of Canadian residents who returned direct from trips to overseas countries had visited areas not already mentioned. This is an increase of some 5.3 percentage points over comparable 1962 data.

Included in the category "other countries" are Mexico, Hawaii, Central and South America, the Far East, etc. Within this group, the most popular destination reported was Mexico, accounting for 4.9 per cent of the direct re-entries. Visits to a combination of several areas declined from 4.9 per cent of the total direct re-entries in 1962 to 3.4 per cent in 1963, a drop of around 1.5 points.

A comparison of destination data for 1963 and 1962 on a quarterly basis shows that the most striking change in the proportion of travel to the United Kingdom only, occurred in the third quarter when re-entries declined some 6.1 percentage points. The percentage of Canadian travellers who specified combined trips to the United Kingdom and Continental Europe showed considerable variation, ranging from 7.7 per cent of the re-entries in the first quarter to about 29 per cent in the third quarter. The percentage of visits to Continental Europe only, declined in the first and second quarters but increased in the third and fourth quarters when compared with 1962. The proportion of visits to other Commonwealth areas varied considerably. Some 26.3 per cent of the total re-entries in the first quarter and 21 per cent in the second quarter had been to other Commonwealth areas in 1963, as compared with approximately 7 per cent and 6 per cent in the third and fourth quarters, respectively. This reflects the popularity of winter vacations in such areas as Bermuda, the Bahamas, and the West Indies Federation. The proportion of visits to the areas "all other countries" and "combined destinations" were also higher during the first and second quarters of the year.

An analysis of destinations reported, by port of re-entry, also showed a higher proportion of visits to some destinations as opposed to others. To illustrate, the percentage of respondents returning via the airports at Halifax, Nova Scotia and Gander, Newfoundland, who had been to the United Kingdom only, amounted to about 44 and 54 per cent, respectively, compared to approximately 24 per cent via Dorval and 27 per cent via Malton. A greater percentage of Canadians returning direct from overseas trips via the latter two airports had been to areas farther south such as Mexico, the West Indies Federation, and the Bahamas. Canadian residents returning direct by way of the airports at Winnipeg, Manitoba and Edmonton, Alberta were, for the most part, returning from visits to European countries, whereas Canadian travellers returning by plane via Vancouver were more evenly distributed according to destination, with about 13 per cent reporting the United Kingdom, 11 per cent the United Kingdom and other European countries, 11 per cent Continental Europe only, between 14 and 15 per cent Mexico, and about 8.5 per cent destinations in a combination of several areas.

An analysis of re-entries by vessel via the seaports of Montreal and Quebec reveals that about 39 per cent had been to the United Kingdom only, 40 per cent to both the United Kingdom and other European areas, and between 17 and 18 per cent had visited Continental Europe only. Comparable

figures for the Atlantic seaports also indicated a high percentage of re-entries reporting Europe as the destination. The majority of respondents returning by ship at Vancouver indicated travel to Australia and New Zealand or to a combination of several areas.

Length of Stay

As indicated by data shown in Statement 33, the length of stay depended on the type of transportation used and country visited. Canadians who

visited the United Kingdom and returned by plane stayed 30 days compared with 38.7 days in 1962, while those returning by boat averaged 60.2 days, about 15 days less on the average than in 1962. Respondents who had returned direct from combined trips to the United Kingdom and other European countries remained 39 days on the average, or about 18 days less than in 1962. The average for boat travellers declined sharply from 94 days to about 52 days, whereas the average trip per plane traveller lasted about 36 days, about 10 days shorter than in 1962.

STATEMENT 33. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries,¹ compiled by Destination and Type of Transportation, 1962 - 63

Destination reported	Aeroplane		Vessel		Aeroplane and vessel	
	1962	1963	1962	1963	1962	1963
	number of days					
United Kingdom only	38.7	30.0	75.2	60.2	44.8	34.4
United Kingdom and other European countries	46.3	36.3	93.8	51.8	56.6	39.0
Other European countries only	42.0	38.9	95.4	71.4	45.0	41.4
Other Commonwealth countries	15.4	17.1	198.4 ³	115.0 ³	17.1	17.3
All other countries ²	30.3	21.7	—	44.2	30.3	22.3

¹ Including Hawaii.

² Excluding travel to more than one area per trip.

³ Mainly trips to Australia and New Zealand.

STATEMENT 34. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Destination and Type of Transportation, 1963

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane:					
United Kingdom only	26.9	28.3	33.7	32.1	30.0
United Kingdom and other European countries	44.1	29.9	37.2	37.4	36.3
Other European countries only	37.8	36.2	41.1	37.8	38.9
Other Commonwealth countries	15.5	20.2	16.8	14.1	17.1
All other countries ²	22.7	23.4	19.4	18.6	21.7
Vessel:					
United Kingdom only	122.7	91.2	49.9	56.9	60.2
United Kingdom and other European countries	57.5	70.6	44.4	57.6	51.8
Other European countries only	116.0	114.8	52.4	73.2	71.4
Other Commonwealth countries ³	—	115.0	—	—	115.0
All other countries ²	48.4	24.3	51.2	21.8	44.2
Aeroplane and vessel:					
United Kingdom only	30.9	34.9	34.9	36.2	34.4
United Kingdom and other European countries	44.3	36.0	38.7	40.6	39.0
Other European countries only	39.8	41.4	42.2	41.1	41.4
Other Commonwealth countries	15.5	21.0	16.8	14.1	17.3
All other countries ²	23.2	23.4	21.2	18.7	22.3

¹ Including Hawaii.

² Excluding travel to more than one area per trip.

³ Mainly trips to Australia and New Zealand.

Data on residents returning direct from visits to European countries only, show that the average trip lasted between 41 and 42 days, some 3 to 4 days less than in 1962. Re-entries by plane remained 39 days on the average, down 3 days from 1962 data, while the average trip per boat traveller declined from about 95 days in 1962 to 71 days in 1963. Travel to other Commonwealth countries lasted an average of 17 days, representing no change over 1962. The popular countries within this category were Bermuda, the West Indies Federation, Australia and New Zealand. Furthermore, much of the travel to these areas was by plane rather than boat. People taking trips to areas not already specified averaged about 22 days per trip in 1963, a decrease of about 8 days from the 1962 figure. Countries included in this category are Mexico, South America, Middle East, etc. In summary, on the basis of the survey results, the average length of stay reported by Canadians who returned direct from trips to overseas countries in 1963 was less, with a few exceptions, than in the previous year.

Statement 34 illustrates seasonal variations in the length of stay. Canadians who visited the United Kingdom only, reported the longest stays in the fourth quarter (36 days) and the shortest in the first (31 days), while the average for both the second and third quarters was 35 days. The average length of stay by Canadians returning direct from visits to the United Kingdom and other European countries during the first quarter was about 44 days, in the fourth 41 days, in the third about 39 days, and in the second quarter 36 days. Canadian residents returning from visits to Continental Europe only, showed minor quarterly variations in the average length of stay. The average length of stay reported by this group ranged from about 40 days in the first quarter to

about 42 days in the third quarter. The average length of stay reported by Canadians who returned direct from trips to other Commonwealth countries varied from 14 days in the fourth quarter to 21 days in the second. On the whole, the average visit to other Commonwealth countries was not as long as a visit to Europe or other areas. However, this average is heavily weighted by visits to the Caribbean area which usually last from two to three weeks.

Purpose of Trip

The purpose of trip reported by Canadians returning direct from overseas in 1963 was compiled from the aggregate of all questionnaires showing one or more purposes. The information obtained is presented by type of transportation in Statement 35 on a quarterly basis, and by destination in Statement 36. The greatest change in comparison with 1962 was the decline in the proportion of overseas travellers who visited friends or relatives. Only 44.4 per cent of the respondents specified this purpose compared with 47.7 per cent in 1962. The proportion of travel overseas for recreational purposes amounted to 44.2 per cent, representing an increase of almost 3 per cent over the corresponding percentage in 1962.

The proportions of plane and vessel travellers who specified visits to friends or relatives were 43.9 per cent and 48.8 per cent, respectively, while 44.3 per cent of the re-entries by plane travelled for recreation compared with slightly better than 43 per cent of the boat travellers. Close to 9 per cent of the respondents travelling by plane indicated they had gone abroad for business reasons as compared with only 3.4 per cent of the boat travellers.

STATEMENT 35. Purpose of Trip Reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Type of Transportation, 1963

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	9.5	0.3	3.5	46.2	40.5
Second quarter	11.0	0.7	3.4	47.9	37.0
Third quarter	6.0	1.1	1.3	42.3	49.3
Fourth quarter	11.6	0.5	1.4	41.1	45.4
Year	8.9	0.7	2.2	44.3	43.9
Vessel:					
First quarter	3.2	—	2.4	29.9	64.5
Second quarter	4.1	1.9	4.9	44.0	45.1
Third quarter	2.8	1.5	2.6	44.6	48.5
Fourth quarter	4.6	1.2	3.7	41.4	49.1
Year	3.4	1.4	3.2	43.2	48.8
Aeroplane and vessel:					
First quarter	9.4	0.4	3.4	45.8	41.0
Second quarter	10.4	0.8	3.5	47.6	37.7
Third quarter	5.5	1.2	1.5	42.6	49.2
Fourth quarter	10.7	0.6	1.7	41.2	45.8
Year	8.3	0.8	2.3	44.2	44.4

¹ Including Hawaii.

STATEMENT 36. Purpose of Trip Reported by Canadians Returning Direct from Overseas Countries,¹ compiled by Destination, 1963

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
United Kingdom only	6.4	0.3	0.8	18.7	73.8
United Kingdom and other European countries	15.0	1.1	0.5	51.8	31.6
Other European countries only	8.9	1.1	1.7	29.0	59.3
Other Commonwealth countries	3.5	0.1	6.3	78.7	11.4
All other countries	10.4	1.1	4.0	70.7	13.8
Totals	8.9	0.7	2.2	44.3	43.9
Vessel:					
United Kingdom only	2.4	0.3	3.2	25.8	68.3
United Kingdom and other European countries	4.5	1.7	2.0	62.4	29.4
Other European countries only	3.6	3.6	4.5	36.8	51.5
Other Commonwealth countries	—	—	—	40.0	60.0
All other countries	2.9	1.4	8.0	58.7	29.0
Totals	3.4	1.4	3.2	43.2	48.8
Aeroplane and vessel:					
United Kingdom only	5.8	0.3	1.2	19.8	72.9
United Kingdom and other European countries	13.2	1.2	0.8	53.6	31.2
Other European countries only	8.5	1.3	1.9	29.6	58.7
Other Commonwealth countries	3.5	0.1	6.3	78.6	11.5
All other countries	10.1	1.1	4.2	70.2	14.4
Totals	8.3	0.8	2.3	44.2	44.4

¹ Including Hawaii.

Purpose of trip also showed variation according to the destination reported. This is illustrated in Statement 36. The highest percentage (almost 73 per cent) of the overseas travellers to the United Kingdom reported that they had visited friends or relatives. The corresponding 1962 percentage amounted to 75.3 per cent. Recreation was the second most popular reason for visiting the United Kingdom, with nearly 20 per cent of the respondents specifying this purpose. This represents an increase of about 1.2 percentage points over the 1962 figure of 18.6 per cent. Slightly more than 31 per cent of the respondents who had been to both the United Kingdom and other European countries visited friends or relatives, a drop of between 2 and 3 per cent in comparison with the previous year. The proportion indicating travel for business reasons advanced by 1 per cent to 13.2 per cent, while the percentage of respondents who had travelled to both the United Kingdom and Continental Europe for recreation amounted to 53.6 per cent compared with 51.3 per cent in 1962.

Some 58.7 per cent of the respondents who returned from trips to Continental Europe only, specified they had visited friends or relatives,

while the percentage who specified recreation amounted to 29.6 per cent. An examination of the purpose of trip reported by respondents returning from visits to other Commonwealth countries shows that trips for recreation were most popular. Between 78 and 79 per cent of the re-entries who had visited countries in this region during 1963 specified recreation, about the same proportion as in 1962. The proportion reporting visits to friends or relatives declined from 12.3 per cent in 1962 to 11.5 per cent in 1963, while 6.3 per cent specified health as their purpose of visit. The 1963 survey results show that just over 70 per cent of the respondents in the classification of all other countries had been overseas for recreation, while between 14 and 15 per cent specified they had visited friends or relatives.

In 1963, just over 63 per cent of the respondents returning direct from overseas countries indicated that they had travelled in groups of two or more, about the same proportion as in 1962. The highest proportion of group travel occurred during the first quarter with close to 65 per cent, while the lowest proportion, 61.3 per cent, was in the last

quarter. Group travel varied considerably according to purpose of trip. For instance, more than 68 per cent of the respondents returning direct from overseas in 1963 who travelled for health reasons were in groups of two or more. Group travel accounted

for 66.7 per cent of those specifying recreation and 64.7 per cent of the respondents visiting friends or relatives. Persons travelling alone, on the other hand, accounted for 63.6 per cent of the business trips and 60 per cent of the travel for formal study.

Canadian Travel Overseas (Via the United States)

As estimated 60,000 Canadians returned to Canada via the United States from trips to overseas countries during 1963. This represents an increase of about 2,000 or 3.5 per cent over 1962, a relatively smaller percentage increase than in previous years. Estimated expenditures in overseas countries (excluding transoceanic transportation costs) by this group of travellers rose from \$22 million in 1962 to approximately \$24 million in 1963, an advance of \$2 million or about 9 per cent. Payments for transoceanic transportation costs amounted to about \$25 million, up \$3 million or close to 14 per cent over comparable data for 1962. Included in the transportation costs are \$6 million in payments to United States carriers which is transferred to the United States account, and \$7 million to Canadian carriers, which does not involve a transfer of funds from Canada, and is not included in the cost of overseas travel. Total payments by Canadians returning via the United States from trips to overseas countries, exclusive of transportation costs paid to Canadian and United States carriers, are estimated to be about \$36 million in 1963, compared with \$32 million in the previous year. A breakdown of this \$36 million by area shows that the United Kingdom received about \$7 million, Continental Europe \$16 million, other sterling areas \$6 million, and all other overseas countries about \$7 million. Most of the increase over 1962 can be attributed to spending in the Continental European countries, as expenditures in the United Kingdom, other sterling areas, or all other countries showed relatively no change from the preceding year.

Destination

Results from survey questionnaires, which were sent to a sample of Canadians returning via the United States from trips to overseas countries, indicate that 4 per cent had visited the United Kingdom only, 10 per cent both the United Kingdom and Continental Europe, 16 per cent Continental Europe only, 32 per cent other Commonwealth countries, 27 per cent countries not already specified, and 11 per cent had visited a combination of two or more areas. On the basis of the above percentages, the number of Canadians returning via the United States after visits to the United Kingdom only, are estimated at about 2,000, down 1,000 or 50 per cent from the 1962 figure. In addition to these 2,000, some 6,000 Canadians are estimated to have visited both the United Kingdom and Continental Europe, making a total of 8,000 Canadians who visited the United Kingdom. This is a decline of 1,000 or about 11 per cent under the 1962 total.

Canadian residents returning from visits to Continental Europe only, are estimated at 10,000, up 4,000 or about 67 per cent over the 1962 figure of 6,000. The total number of Canadians estimated to have visited Continental Europe is thus 16,000, as compared with 12,000 in 1962. About 19,000 Canadians are estimated to have visited other Commonwealth areas, a very slight increase over the 1962 figure of 18,500. Countries most frequently visited in this area are the West Indies Federation, the Bahamas, and Bermuda. The number of Canadians estimated to have visited countries not already mentioned declined from 17,000 in 1962 to 16,000 in 1963, while an estimated 7,000 visited two or more areas, a slight reduction from the 1962 figure of 7,500.

An analysis of destinations reported by re-entries via the United States on a quarterly basis for 1963 shows close to 20 per cent of the re-entries via the United States in the first quarter had been to Mexico, about 16 per cent to the Bahamas, between 10 and 11 per cent to the West Indies Federation, and some 18 per cent to Europe. In the second quarter, between 16 and 17 per cent of the respondents specified the Bahamas as their destination, trips to European areas including the United Kingdom accounted for roughly 25 per cent, while 14 per cent had visited Mexico. The proportion of travel to other Commonwealth countries during the second quarter, amounting to approximately 32 per cent, represented relatively little change over the first quarter percentage. In the third quarter, the percentage of Canadian residents travelling to European areas increased substantially to between 40 and 41 per cent of the re-entries in this quarter, while, on the other hand, travel to Mexico represented between 10 and 11 per cent, a decline from the previous two quarters. The popularity of trips to the Bahamas remained high in the third quarter at approximately 16 per cent of the total. About 41 per cent of the respondents returning via the United States during the fourth quarter indicated they had been to Europe, representing no change from the third quarter proportion.

Length of Stay

According to questionnaire results, the average length of stay abroad for Canadian residents returning via the United States in 1963 was 36.6 days. The time spent en route in the United States averaged about 5.2 days and the average stay at destination amounted to 31.4 days. Comparable averages for last year were 6.1 days and 36 days, respectively.

Survey results in 1963 indicated that residents who took trips to the United Kingdom only, remained 38.4 days on the average at destination, while the average time spent en route in the United States amounted to 3.5 days. The average for the main part of the trip was about 4 days less than the average for respondents returning direct from the same destination. Combined trips to the United Kingdom and Continental Europe lasted an average of 55.1 days. The average length of stay at destination amounted to 51.3 days compared with 39 days for the direct re-entries. The average trip by respondents who visited Continental Europe only, lasted 59.5 days in 1963, comprising an average of 2.2 days spent en route in the United States and 57.3 days for the remainder of the trip. The average length of stay at destination by respondents returning via the United States was some 16 days shorter than the average for direct re-entries.

The average trip to other Commonwealth countries by residents returning via the United States in 1963 lasted 18.5 days, with an average time spent en route of 5.8 days and at destination 12.7 days. Travel to Bermuda in 1963 lasted an average of 13.3 days, with average time spent en route amounting to 2 days and at destination 11.3 days. Furthermore, the average length of stay in Bermuda for respondents returning via the United States was 2.3

days shorter than the average for direct travel. Respondents who had been to the West Indies Federation spent an average of 20.7 days, consisting of 3.2 days in the United States and 17.5 days at destination. Respondents who had been to the Bahamas in 1963 averaged 16 days, 8.9 days in the United States and 7.1 days at destination. Comparable data for 1962 are 8.5 days in the United States and 7 days in the Bahamas, indicating that many trips to the Bahamas are short outings taken by Canadian residents who are vacationing in the Southern United States.

Survey results showed that the average trip to other remaining countries by residents returning via the United States in 1963 lasted about 36.3 days, of which 6.5 days were spent in the United States and nearly 30 days at destination. Included in this classification are trips to Mexico which in 1963 averaged 29.6 days, with 19.9 days spent at destination and 9.7 days en route in the United States. The average trip to Central America and the non-British West Indies lasted 21.4 days in 1963, with time en route of 5.4 days and at destination 16 days. Trips to South America via the United States are estimated at an average of 42.2 days, consisting of 2.7 days in the United States and 39.5 days at destination.

STATEMENT 37. Purpose of Trip Reported by Canadians Returning from Overseas Countries¹ via the United States, compiled by Destination, 1963

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only	16.6	0.9	2.1	19.0	61.4
United Kingdom and other European countries	16.6	2.1	1.4	48.9	31.0
Other European countries only	8.2	1.6	2.7	25.6	61.9
Other Commonwealth countries	4.7	—	5.4	81.3	8.6
All other countries	9.8	0.7	5.7	68.0	15.8
Totals	8.8	0.8	4.4	61.6	24.4

¹ Including Hawaii.

STATEMENT 38. Purpose of Trip Reported by Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1963

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	7.0	0.3	7.2	64.6	20.9
Second quarter	9.1	0.4	6.6	64.6	19.3
Third quarter	7.6	1.2	0.3	59.6	31.3
Fourth quarter	13.1	1.5	3.0	56.1	26.3
Year	8.8	0.8	4.4	61.6	24.4

¹ Including Hawaii.

Purpose of Trip

Data on purpose of trip reported by Canadians returning from overseas via the United States were compiled in 1963 from all questionnaires showing one or more purposes of trip and are presented in Statement 37. Between 61 and 62 per cent of the respondents returning via the United States in 1963 indicated recreation compared with 44.2 per cent of the direct re-entries. On the other hand, the percentage of travellers via the United States who specified visits to friends or relatives amounted to between 24 and 25 per cent compared to between 44 and 45 per cent of the direct re-entries. Further comparisons show that between 4 and 5 per cent of the respondents who re-entered via the United States had been overseas for health reasons compared with 2.3 per cent of the direct re-entries. The proportions specifying business reasons or formal study were about the same in both the direct and via the United States travel.

An analysis of purpose of trip by area visited shows between 61 and 62 per cent of the respondents returning via the United States from trips to the United Kingdom during 1963 had visited friends or relatives, a decline of between 11 and 12 points from the 1962 proportion. Travel for recreation represented 19 per cent of the visits to this area, about the same percentage as in 1962. On the other hand, there was a significant increase in the proportion of travel to the United Kingdom for business reasons—16.6 per cent as compared to 6.4 per cent in 1962. Almost 49 per cent of the respondents returning via the United States from trips to both the United Kingdom and Continental Europe specified recreation as the purpose of trip, while visits to friends or relatives accounted for 31 per cent. Results of the survey indicate visits to friends or relatives accounted for almost 62 per cent of the trips to Continental Europe in 1963, while recreation accounted for between 25 and 26 per cent. Trips to both the United Kingdom and other European countries show a different pattern than travel to either the United Kingdom or Continental Europe only. Data covering trips to both areas show that combined travel to the United Kingdom and other European countries exhibits a much lower percentage of visits to friends or relatives and a higher proportion for recreation. Travel to other Commonwealth countries is mainly for recreational purposes.

In 1963, more than 81 per cent of the respondents returning via the United States from trips to other Commonwealth countries specified this purpose. Much of the travel to other Commonwealth countries consists of trips to Bermuda, the Bahamas, and the West Indies Federation. Some 68 per cent of the respondents returning from destinations in countries not already specified indicated recreation as their purpose of trip.

An analysis of purpose of trip on a quarterly basis is presented in Statement 38. Data shown indicate that recreation was the most popular reason for travel overseas during the year. Visiting friends or relatives came next in popularity followed by travel for health reasons. The percentage of trips for recreational purposes ranged from 56.1 per cent of the total re-entries via the United States during the fourth quarter to 64.6 per cent in the first and second quarters. In comparison with 1962 data, the proportion of travel for recreation increased in the second and third quarters, decreased during the first and remained the same in the final quarter of the year. The increase in the second and third quarters amounted to 1.5 and 3.1 percentage points, respectively, while the decrease in the first quarter was 4.5 points. The percentage of respondents who had been overseas to visit friends or relatives was lowest in the second quarter, amounting to 19.3 per cent, and highest during the third quarter (31.3 per cent). Furthermore, in comparison with 1962, the percentage of travellers visiting friends or relatives experienced an increase of close to 2 points in the first quarter, and about 1 percentage point during the fourth quarter. Travel for this purpose decreased during the second and third quarters, however, the declines amounting to 4.3 and 0.9 percentage points, respectively. As in the previous years, the percentage of business trips was highest during the fourth quarter, representing 13.1 per cent of the travel in that period.

Over 67 per cent of the respondents returning from overseas via the United States during 1963 travelled in groups of two or more, compared with close to 64 per cent in 1962. The highest proportion of group travel took place during the second quarter with 72.2 per cent, while the lowest proportion (62 per cent) occurred in the fourth quarter. Group travel varied according to purpose of trip and also by area of destination.

Quarterly Distribution of Receipts and Payments for International Travel

Estimates of the balance of payments on travel account between Canada and other countries compiled quarterly for the period 1954-1963 inclusive, are presented in Table 2. In 1963, 53.3 per cent of the receipts occurred in the third quarter, whereas only 8.4 per cent were received in the first quarter. This reflects the popularity of the summer season in Canada as a period in which to travel. Receipts in the second quarter amounted to 21.2 per cent of the total and in the fourth quarter 17.1 per cent.

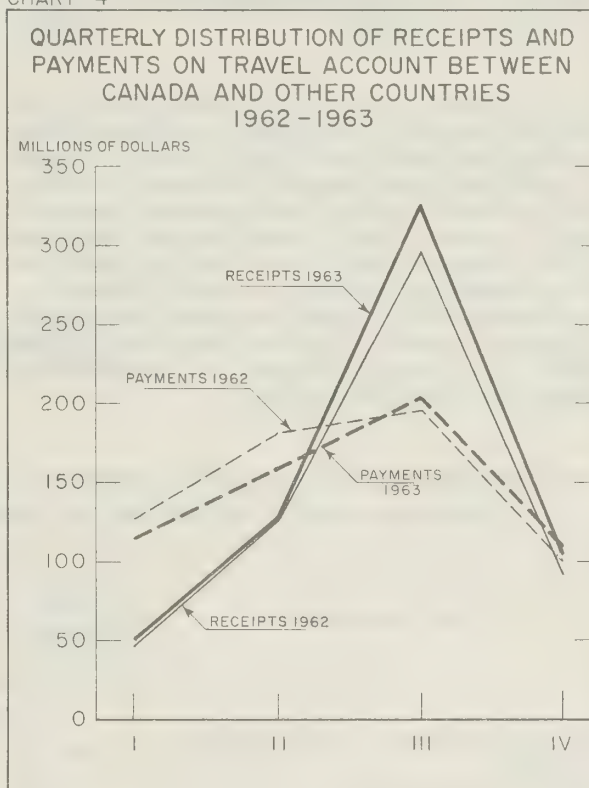
Increases in receipts were recorded in all quarters of 1963, with the greatest gain appearing in the third quarter, amounting to \$28 million or 9.4 per cent more than in the same period of 1962. On the other hand, the most significant percentage increase was recorded in the fourth quarter, amounting to 13 per cent or \$12 million. Receipts in the first quarter advanced by \$5 million or almost 11 per cent, while a gain of \$2 million or between 1 and 2 per cent was recorded in the second quarter.

Payments by Canadians on foreign travel are always more evenly distributed on a quarterly basis than receipts from visitors to Canada. A quarterly analysis of the expenditures of Canadians for travel shows that payments in the third quarter were the largest, accounting for 34.9 per cent of the total. Next came the second quarter with 27 per cent of the total payments for the year, followed by the first quarter with 19.5 per cent and the fourth quarter with 18.6 per cent. In comparison with 1962, payments showed a substantial decline during the first half of the year but rose again in the latter half of 1963. Payments in the second quarter decreased by \$24 million or 13.2 per cent in comparison with 1962, while first quarter payments represented a drop of \$12 million or between 9 and 10 per cent. On the other hand, third quarter disbursements advanced by \$7 million or between 3 and 4 per cent, and fourth quarter payments were up \$9 million or 9 per cent.

The most significant features in Canada's balance of payments on travel account with other countries in 1963, were the increase from \$100 million to \$121 million in the credit balance during the third quarter together with reduced debit balances in the other three quarters. The deficit was reduced from \$80 million to \$63 million in the first quarter, and from \$55 million to \$29 million in the second. The debit balance of \$5 million in the fourth quarter represented a reduction of \$3 million from the 1962 balance. The net effect, of these changes, was a \$24 million balance of payments surplus on travel account with all countries in 1963, compared with a deficit of \$43 million in the previous year. Moreover, this is the first surplus to be recorded since 1950.

Some of the quarterly variations between receipts and payments for the year 1963 may be found illustrated in Chart 4.

CHART-4



Supplementary Analysis of International Travel

Receipts from residents of other countries travelling in Canada have the same ultimate effect on the balance of payments as exports of commodities to foreign countries and can thus be considered as an "invisible" export item. Similarly, payments by Canadians travelling in other countries may be regarded as "invisible" imports.

When travel receipts, as a whole, are compared with exports to all countries during 1963, travel ranks in third place, exceeded only by the export of wheat valued at \$787 million and newsprint valued at \$760 million. Travel receipts from foreign visitors exceeded the third leading domestic export, lumber and timber, by \$182 million.

If receipts from United States residents travelling in Canada are compared with the export of commodities to that country, travel ranks in second place. Travel receipts from United States residents were valued at \$549 million in 1963, while the leading commodity export to the United States, newsprint, was valued at \$636 million. The second ranking commodity export, softwood lumber, valued

at \$314 million, was some \$235 million below the value of travel receipts from residents of the United States.

On the other hand, payments by Canadians for travel in foreign countries ranked second in comparison with any commodity imported. Total payments for travel outside Canada came to \$585 million in 1963, some \$90 million less than the leading group of commodity imports of non-farm machinery and parts, valued at \$675 million. Automobile parts, valued at \$489 million, ranked second among groups of commodity imports but were some \$96 million less than the "imports" of travel during 1963. Crude petroleum was the third leading commodity import and was some \$250 million below the total payments for foreign travel.

When expenditures by Canadians travelling in the United States during 1963 are compared with the leading commodity imports from that country, travel payments rank third in order of importance. Canadians spent \$388 million on travel in the United States during 1963, while imports of non-farm

machinery and automobile parts, the first and second ranking groups of commodity imports from that country, were valued at \$568 million and \$476 million, respectively. The third leading group of commodity imports from the United States, electrical apparatus, was some \$152 million below the value of "imports" for travel.

International travel is an important item in the Canadian economy. Expenditures by foreign visitors travelling in Canada are a major source of income for many businesses providing services to visitors, such as hotels, motels, transportation companies, garage operators, trailer parks, resorts, food and beverage manufacturers, restaurants, etc. Apart from the contribution to providing a source of revenue for many businesses in Canada and thereby maintaining employment, travel expenditures have considerable effect upon Canada's balance of payments and international financial position.

When analyzing travel between Canada and the United States, consideration should be given to the high percentage of short-term travel to both countries. During 1963, some 21.5 million or 67.5 per cent of the total number of United States residents visiting Canada entered and left Canada on the same day. The number of persons staying one or more nights in Canada amounted to 10.4 million or 32.5 per cent of the total volume. Canadian travel to the United States follows the same general pattern, although there is a tendency towards a higher proportion of short-term visits. In 1963, short-term visits by Canadians (leaving and returning the same day) numbered 24.4 million or 83 per cent of the total, while the number spending one or more nights in the United States amounted to about 5 million or close to 17 per cent. On the whole, some 31.9 million crossings into Canada in 1963 were made by residents of the United States, compared with 29.4 million crossings by Canadians into the United States.

STATEMENT 39. Number and Expenditures¹ of United States Travellers in Canada and Canadian Travellers in the United States, by Type of Transportation and Length of Stay, 1963

Type of transportation	United States travellers in Canada	Canadians travelling in the United States	Net United States travellers in Canada	United States expenditures in Canada	Canadian expenditures in the United States	Balance of United States expenditures in Canada
	thousands of persons			thousands of dollars		
Short-term (entering and leaving same day):						
Automobile	16, 116	19, 192	- 3, 076	32, 095	34, 838	- 2, 743
Plane	28	29	- 1	774	2, 092	- 1, 318
Bus	99	33	+ 66	868	260	+ 608
Rail	244	26	+ 218	359	282	+ 77
Boat	229	35	+ 194	1, 227	158	+ 1, 069
Other (pedestrians, local bus, etc.)	4, 783	5, 098	- 315	24, 507	16, 310	+ 8, 197
Totals (short-term)	21, 499	24, 413	- 2, 914	59, 830	53, 940	+ 5, 890
Long-term (one or more nights abroad):						
Automobile	9, 014	3, 855	+ 5, 159	328, 845	160, 178	+ 168, 667
Plane	459	461	- 2	67, 726	97, 086	- 29, 360
Bus	413	368	+ 45	53, 501	40, 536	+ 12, 965
Rail	201	214	- 13	29, 805	29, 614	+ 191
Boat	279	79	+ 200	9, 164	2, 286	+ 6, 878
Totals (long-term)	10, 366	4, 977	+ 5, 389	489, 041	329, 700	+ 159, 341
Grand totals	31, 865	29, 390	+ 2, 475	548, 871	383, 640	+ 165, 231

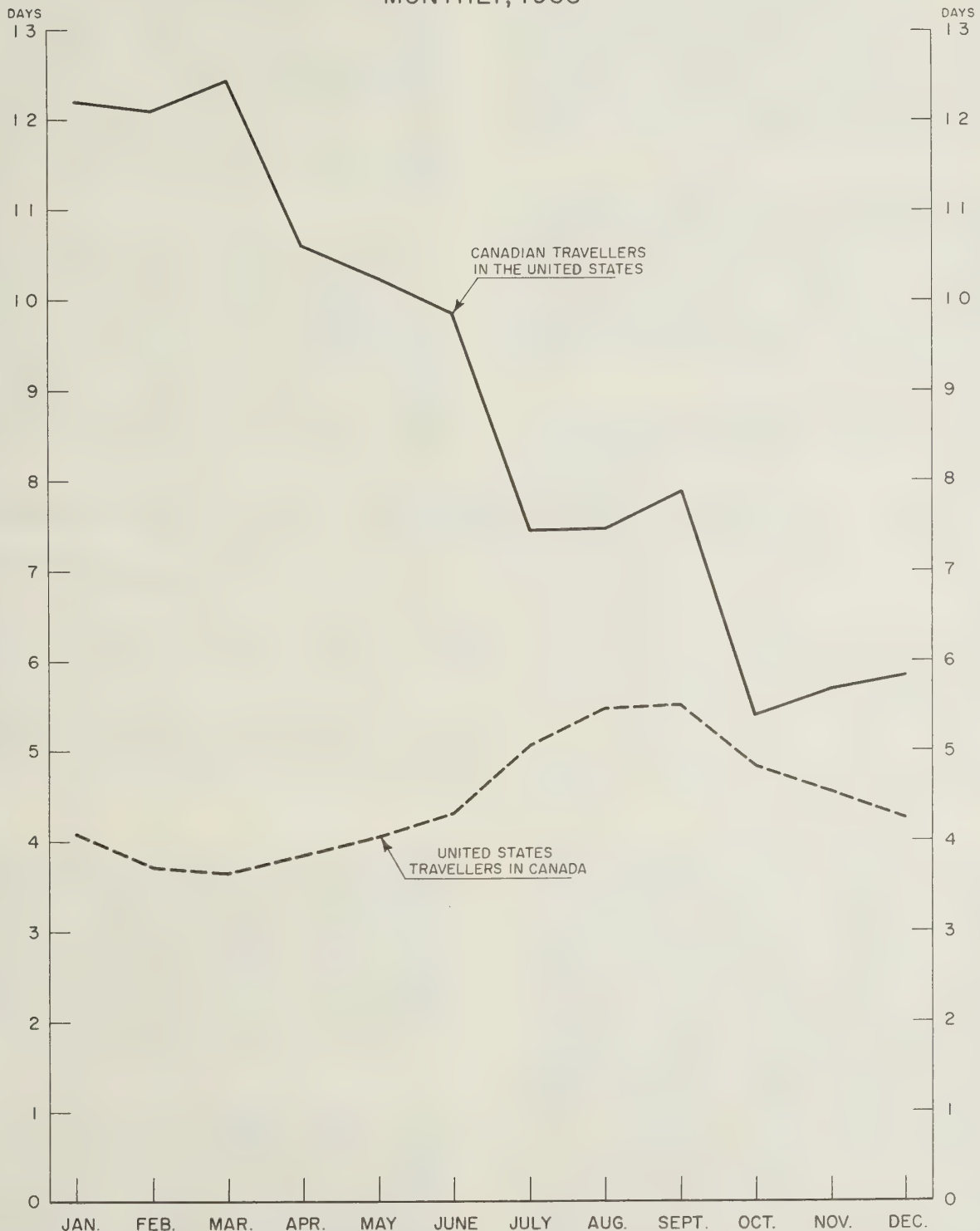
¹ Subject to revision — Exclusive of Hawaii.

The average expenditure by short-term visitors to Canada amounted to \$2.80 per person. Consequently, the expenditures of this group are relatively insignificant as a source of receipts from foreign travellers. It is estimated that short-term United States travellers to Canada spent \$59.8 million or about 11 per cent of the total receipts from that country. At the same time, the United States received an average of about \$2.20 per person from all short-term Canadian visitors. Total payments by short-term Canadian travellers in the United States during 1963 amounted to \$53.9 million or 14.1 per cent of the total expenditures in that country.

The average expenditure per trip by American long-term visitors to Canada in 1963 amounted to \$47.20, compared with \$66.25 for the average Canadian long-term visitor to the United States. However, the total volume of American long-term travellers to Canada, amounting to 10.4 million persons, was some 5.4 million more than the volume of Canadian long-term visitors to the United States. Accordingly, American long-term visitors to Canada spent an estimated \$489 million, while total payments by Canadian long-term visitors to the United States amounted to almost \$330 million.

CHART-5

AVERAGE LENGTH OF STAY FOR UNITED STATES TRAVELLERS IN CANADA
AND CANADIAN TRAVELLERS IN THE UNITED STATES,
MONTHLY, 1963



NOTE: INCLUDES TRIPS OF ONE OR MORE NIGHTS ABROAD BY PERSONS USING
AUTOMOBILE, PLANE, BUS AND TRAIN

On a per capita basis, the total volume of United States visits to Canada was equal to approximately 17 per cent of the population or about 1 person in every 6. On the other hand, the number of Canadian visits to the United States averaged about 1.6 visits for every person residing in Canada. The amount spent by Canadian travellers in the United States represented \$20.27 per resident of Canada, whereas the average expenditure per capita for travel in Canada by United States residents amounted to only \$2.91. The average expenditure per traveller came to \$13.05 per trip for Canadian visitors to the United States and \$17.22 per trip for United States visitors to Canada.

A further comparison of Canadian travel in the United States and American travel to Canada is presented in Chart 5 and Statement 39. Chart 5 illustrates the average length of stay by Canadians travelling to the United States and U.S. residents travelling to Canada, by plane, rail, bus, and automobile. The data shown in this chart are based on the month of re-entry of Canadians returning to Canada and the month of exit of Americans returning to the United States.

Chart 5 shows considerable variation in the length of stay between the two groups of travellers

according to the time of year. During the early part of 1963, Canadians remained on the average from 8 to 9 days longer in the United States than Americans did in Canada. As the year progressed, however, the average length of stay of Canadians visiting the United States declined steadily until a low of 5.4 days was reached in October. From there the average commenced to rise again. The average length of stay of Americans travelling in Canada, on the other hand, did not display as much monthly variation, ranging from a low of 3.7 days in March to a peak of 5.5 days in September. At no time, however, did the average for American travellers exceed the average for Canadian travellers to the United States, although in October the discrepancy between the two was of a minor nature.

One reason for such a high average length of stay being recorded for Canadians during the early part of 1963, is that many Canadians travelling to the United States during that time of the year report destinations in the distant resort states of Florida and California. Such travellers, require long journeys to reach their destinations and generally remain for a long period of time. As the year progresses, however, an increasing proportion of Canadian travellers to the United States report shorter trips and the average length of stay declines.

STATEMENT 40. Estimated Tourist Nights of United States Travellers in Canada and Canadian Travellers in the United States, by Type of Transportation, 1963

	Plane	Rail	Bus	Automobile	Total
Tourist nights of U.S. residents ¹ travelling in Canada Persons	2,614,600 459,000	1,464,300 200,900	3,618,900 412,800	33,822,900 ² 8,962,200 ²	41,520,700 10,034,900
Tourist nights of Canadian residents ¹ travelling in the United States..... Persons	5,370,800 461,300	2,951,400 213,500	4,719,700 367,500	23,216,100 3,854,800	36,258,000 4,897,100

¹ Figures based on date of re-entry of Canadians returning to Canada and date of exit of Americans returning to the U.S.

² Includes extensions but excludes commuter traffic.

The estimated number of tourist nights spent by Canadian travellers in the United States and American travellers in Canada are presented in Statement 40. For statistical purposes, tourist nights are estimated on the basis of the number of persons travelling by each mode of transportation multiplied by the average number of nights such travellers remained abroad. American plane travellers spent an estimated 2,614,600 nights in Canada in 1963, while their Canadian counterparts remained 5,370,800 nights in the United States. American rail and bus travellers in 1963 are estimated to have remained in Canada a total of 1,464,300 and 3,618,900 nights, respectively. At the same time, the number of nights Canadian rail and bus travellers spent in the United States are estimated at 2,951,400 and 4,719,700, respectively. American automobile travellers spent some 33,822,900 nights in Canada in 1963, whereas the number of nights Canadian car travellers spent in the United States are estimated at 23,216,100. The aggregate of nights for American plane, rail, bus,

and car travellers in Canada during 1963 amounted to 41,520,700, some 5,262,700 more nights than Canadian plane, rail, bus, and automobile travellers spent in the United States. It should be noted that the term "tourist nights" incorporates volume, and during 1963 the number of Americans travelling to Canada by plane, rail, bus, and automobile exceeded the corresponding volume of Canadian travellers to the United States by some 5 million crossings.

The average expenditure per American tourist night in Canada during 1963 amounted to \$11.26 while the corresponding average for Canadian travellers in the United States was \$9.03. The fact that residents of the United States spent an estimated 5,262,700 more nights in Canada than their Canadian counterparts spent in the United States, together with the higher average expenditure per night by American visitors to Canada contributed to the \$161,000,000 surplus on travel account with the United States in 1963.

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926-63¹**

Net credits + Net debits -

Year	Account with United States			Account with overseas countries			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462 ²	- 87	45	165	- 120	420	627	- 207
1961 ¹	435	459 ²	- 24	47	183	- 136	482	642	- 160
1962 ¹	512	419 ²	+ 93	50	186	- 136	562	605	- 43
1963 ¹	549	388 ²	+ 161	60	197	- 137	609	585	+ 24

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1954-63¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1954	24	59	172	50	305
1955	26	66	182	54	328
1956	26	65	191	55	337
1957	31	76	197	59	363
1958	31	75	188	55	349
1959	32	86	212	61	391
1960	36	91	221	72	420
1961 ¹	39	103	255	85	482
1962 ¹	46	127	297	92	562
1963 ¹	51	129	325	104	609
Per cent of year:					
1954	7.9	19.3	56.4	16.4	100.0
1955	7.9	20.1	55.5	16.5	100.0
1956	7.7	19.3	56.7	16.3	100.0
1957	8.5	20.9	54.3	16.3	100.0
1958	8.9	21.5	53.9	15.7	100.0
1959	8.2	22.0	54.2	15.6	100.0
1960	8.6	21.7	52.6	17.1	100.0
1961 ¹	8.1	21.4	52.9	17.6	100.0
1962 ¹	8.2	22.6	52.8	16.4	100.0
1963 ¹	8.4	21.2	53.3	17.1	100.0
Quarterly payments:					
1954	65	102	134	88	389
1955	78	119	156	96	449
1956	93	133	169	103	498
1957	100	142	178	105	525
1958	100	140	192	110	542
1959	117	144	215	122	598
1960	119	168	213	127	627
1961 ¹	129	168	220	125	642
1962 ¹	126	182	197	100	605
1963 ¹	114	158	204	109	585
Per cent of year:					
1954	16.7	26.2	34.5	22.6	100.0
1955	17.4	26.5	34.7	21.4	100.0
1956	18.7	26.7	33.9	20.7	100.0
1957	19.1	27.0	33.9	20.0	100.0
1958	18.5	25.8	35.4	20.3	100.0
1959	19.6	24.1	35.9	20.4	100.0
1960	19.0	26.8	34.0	20.2	100.0
1961 ¹	20.1	26.2	34.2	19.5	100.0
1962 ¹	20.8	30.1	32.6	16.5	100.0
1963 ¹	19.5	27.0	34.9	18.6	100.0
Quarterly balance (Net credits + Net debits -):					
1954	- 41	- 43	+ 38	- 38	- 84
1955	- 52	- 53	+ 26	- 42	- 121
1956	- 67	- 68	+ 22	- 48	- 161
1957	- 69	- 66	+ 19	- 46	- 162
1958	- 69	- 65	- 4	- 55	- 193
1959	- 85	- 58	- 3	- 61	- 207
1960	- 83	- 77	+ 8	- 55	- 207
1961 ¹	- 90	- 65	+ 35	- 40	- 160
1962 ¹	- 80	- 55	+ 100	- 8	- 43
1963 ¹	- 63	- 29	+ 121	- 5	+ 24

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1963, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section I, Traffic within Ontario:				
(a) St. Lawrence River ports	Fort Erie and Niagara Falls	3,801	13,139	16,940
	Lake Erie ports	2	6	8
	St. Clair and Detroit River ports	4,093	3,616	7,709
	Sault Ste. Marie	1,057	1,591	2,648
	Western Ontario ports	5	312	317
	St. Lawrence River ports	37,282	94,431	131,713
	All ports in Canada	50,633	130,440	181,073
(b) Fort Erie and Niagara Falls	St. Lawrence River ports	8,730	23,478	32,208
	Lake Erie ports	70	117	187
	St. Clair and Detroit River ports	76,305	21,392	97,697
	Sault Ste. Marie	2,370	4,742	7,112
	Western Ontario ports	30	807	837
	Fort Erie and Niagara Falls	506,855	287,475	794,330
	All ports in Canada	595,511	360,602	956,113
(c) Lake Erie ports	St. Lawrence River ports	1	12	13
	Fort Erie and Niagara Falls	55	158	213
	St. Clair and Detroit River ports	62	108	170
	Sault Ste. Marie	—	7	7
	Western Ontario ports	—	2	2
	Lake Erie ports	32	402	434
	All ports in Canada	150	704	854
(d) St. Clair and Detroit River ports	St. Lawrence River ports	5,060	5,138	10,198
	Fort Erie and Niagara Falls	89,633	31,652	121,285
	Lake Erie ports	112	90	202
	Sault Ste. Marie	653	7,348	8,001
	Western Ontario ports	10	665	675
	St. Clair and Detroit River ports	529,946	268,964	798,910
	All ports in Canada	626,188	325,745	951,933
(e) Sault St. Marie	St. Lawrence River ports	1,299	2,155	3,454
	Fort Erie and Niagara Falls	2,738	7,064	9,802
	Lake Erie ports	—	7	7
	St. Clair and Detroit River ports	1,266	7,957	9,223
	Western Ontario ports	5,910	13,249	19,159
	Sault Ste. Marie	23,477	43,570	67,047
	All ports in Canada	35,669	82,178	117,847
(f) Western Ontario ports	St. Lawrence River ports	1	346	347
	Fort Erie and Niagara Falls	43	956	999
	Lake Erie ports	—	1	1
	St. Clair and Detroit River ports	10	584	594
	Sault Ste. Marie	6,030	14,502	20,532
	Western Ontario ports	18,672	60,302	78,974
	All ports in Canada	25,903	84,087	109,990

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1963, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section II. Traffic from Ontario to other provinces:				
St Lawrence River ports	All ports in Quebec	4,326	14,324	18,650
All ports in Ontario west of Kingston and east of Port Arthur	All ports in Quebec	2,519	32,110	34,629
All ports in Western Ontario	All ports in Manitoba	1,048	3,504	4,552
All ports in Ontario	All ports in Quebec	6,848	46,806	53,654
	All ports in the Atlantic Provinces ...	430	8,359	8,789
	All ports in Manitoba	1,068	4,696	5,764
	All ports in Saskatchewan	63	704	767
	All ports in Alberta	32	2,093	2,125
	All ports in British Columbia	2	4,073	4,075
	All ports in Yukon Territory	—	680	680
	All ports in Ontario	1,325,610	916,345	2,241,955
	All ports in Canada	1,334,054	983,756	2,317,810
Section III. Traffic from the Atlantic Provinces to other provinces:				
All ports in the Atlantic Provinces ..	All ports in Quebec	642	5,306	5,948
	All ports in Ontario	723	4,683	5,406
	All ports in the Atlantic Provinces ...	47,663	89,979	137,642
	All ports in Canada	49,028	100,081	149,109
Section IV. Traffic from Quebec to other provinces:				
All ports in Quebec	All ports in Ontario on the St. Law- rence River	3,194	9,984	13,178
	All ports in Ontario west of Kings- ton and east of Port Arthur	1,969	19,063	21,032
	All ports in Ontario	5,167	29,346	34,513
	All ports in the Atlantic Provinces ...	594	8,084	8,678
	All ports in Quebec	116,567	169,033	285,600
	All ports in Canada	122,328	207,133	329,461
Section V. Traffic from Manitoba to other provinces:				
All ports in Manitoba	All ports in Ontario	835	4,927	5,762
	All ports in Western Ontario	826	4,023	4,849
	All ports in Saskatchewan	173	1,111	1,284
	All ports in Alberta	45	1,415	1,460
	All ports in British Columbia	25	2,632	2,657
	All ports in Yukon Territory	—	793	793
	All ports in Manitoba	13,143	25,819	38,962
	All ports in Canada	14,221	36,829	51,050

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1963, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		2 days	3 days and over	
Section VI. Traffic from Saskatchewan to other provinces:				
All ports in Saskatchewan	All ports in Ontario	24	802	826
	All ports in Manitoba	151	1,286	1,437
	All ports in Alberta	128	1,715	1,843
	All ports in British Columbia	37	2,322	2,359
	All ports in Yukon Territory	—	1,945	1,945
	All ports in Saskatchewan	5,981	12,992	18,973
	All ports in Canada	6,325	21,118	27,443
Section VII. Traffic from Alberta to other provinces:				
All ports in Alberta	All ports in Ontario	11	2,387	2,398
	All ports in Manitoba	82	1,529	1,611
	All ports in Saskatchewan	186	1,724	1,910
	All ports in British Columbia	1,134	14,707	15,841
	All ports in Yukon Territory	—	4,925	4,925
	All ports in Alberta	5,999	12,581	18,580
	All ports in Canada	7,412	37,998	45,410
Section VIII. Traffic from British Columbia to other provinces:				
All ports in British Columbia	All ports in Ontario	3	3,108	3,111
	All ports in Manitoba	22	1,952	1,974
	All ports in Saskatchewan	43	1,942	1,985
	All ports in Alberta	687	12,331	13,018
	All ports in Yukon Territory	—	7,201	7,201
	All ports in British Columbia	93,463	174,558	268,021
	All ports in Canada	94,224	201,713	295,937
Section IX. Traffic from Yukon Terri- tory to other provinces:				
All ports in Yukon Territory	All ports in Ontario	—	655	655
	All ports in Manitoba	—	711	711
	All ports in Saskatchewan	—	1,382	1,382
	All ports in Alberta	—	3,677	3,677
	All ports in British Columbia	—	6,184	6,184
	All ports in Yukon Territory	3,715	1,383	5,098
	All ports in Canada	3,719	14,054	17,773
All ports in Canada	All ports in Canada	1,631,311	1,602,682	3,233,993 ²

¹ Exclusive of standing (L) permits and extensions.

² Does not include an additional 25,921 permits not classified by ports of entry and exit.

TABLE 4. Number of Non-resident Motorists Travelling on Customs Permits¹ who Departed from Canada in 1963, classified by Length of Visit

Days stay	Number of permits	% of total permits	Number of car days	Average persons per car	Number of persons	Number of person days
1	4, 103, 898	55.73	4, 103, 898	3.02	12, 379, 143	12, 379, 143
2	1, 631, 510	22.16	3, 263, 020	2.68	4, 374, 194	8, 748, 388
3	510, 938	6.94	1, 532, 814	2.76	1, 410, 321	4, 230, 963
4	289, 702	3.93	1, 158, 808	2.76	799, 189	3, 196, 756
5	176, 384	2.40	881, 920	2.80	494, 102	2, 470, 510
6	118, 737	1.61	712, 422	2.82	334, 704	2, 008, 224
7	96, 618	1.31	676, 326	2.92	282, 527	1, 977, 689
8	102, 549	1.39	820, 392	3.10	317, 793	2, 542, 344
9	62, 048	0.84	558, 432	2.98	184, 958	1, 664, 622
10	40, 941	0.56	409, 410	2.90	118, 785	1, 187, 850
11	29, 515	0.40	324, 665	2.83	83, 599	919, 589
12	23, 735	0.32	284, 820	2.82	66, 834	802, 008
13	19, 911	0.27	258, 843	2.85	56, 811	738, 543
14	19, 528	0.27	273, 392	2.95	57, 564	805, 896
15	20, 789	0.28	311, 835	3.02	62, 821	942, 315
16	12, 857	0.17	205, 712	2.87	36, 842	589, 472
17	8, 727	0.12	148, 359	2.74	23, 884	406, 028
18	6, 299	0.09	113, 382	2.62	16, 506	297, 108
19	5, 109	0.07	97, 071	2.58	13, 189	250, 591
20	4, 568	0.06	91, 360	2.59	11, 830	236, 600
21	4, 035	0.06	84, 735	2.55	10, 278	215, 838
22	4, 040	0.06	88, 880	2.57	10, 386	228, 492
23	3, 098	0.04	71, 254	2.54	7, 873	181, 079
24	2, 709	0.04	65, 016	2.50	6, 780	162, 720
25- 29	10, 924	0.15	294, 869	2.42	26, 475	714, 825
30- 39	10, 575	0.14	352, 134	2.37	25, 016	833, 033
40- 59	7, 573	0.10	364, 821	2.36	17, 866	861, 141
60- 89	5, 302	0.07	384, 623	2.29	12, 125	879, 548
90- 179	4, 678	0.06	548, 659	2.12	9, 903	1, 161, 424
180 and over	594	0.01	127, 601	2.15	1, 278	274, 540
Not classified ²	25, 921	0.35	—	2.50	64, 680	—
Totals	7, 363, 812	100.00	18, 609, 473	2.90	21, 318, 256	51, 907, 279
Average length of stay			2.53			2.43

¹ Exclusive of standing (L) permits and extensions.² Not classified by length of visit.

TABLE 5. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1963, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1	279, 679	328, 208	3, 205, 988	55, 719	29, 180	14, 915	190, 209	4, 103, 898
2	48, 687	124, 057	1, 332, 341	14, 466	6, 446	6, 894	98, 619	1, 631, 510
3	16, 294	69, 390	339, 483	9, 453	3, 971	5, 681	66, 666	510, 938
4	13, 131	48, 730	173, 058	6, 216	2, 767	5, 339	40, 461	289, 702
5	10, 437	29, 666	97, 822	3, 989	2, 263	4, 768	27, 439	176, 384
6	9, 150	18, 806	63, 421	3, 092	1, 881	3, 776	18, 611	118, 737
7	8, 654	13, 107	54, 530	2, 389	1, 546	2, 887	13, 505	96, 618
8	7, 950	10, 285	67, 769	2, 046	1, 256	2, 223	11, 020	102, 549
9	6, 067	6, 804	36, 831	1, 477	959	1, 689	8, 221	62, 048
10	4, 961	4, 595	21, 996	1, 175	689	1, 385	6, 140	40, 941
11	3, 976	3, 233	14, 958	919	587	1, 019	4, 823	29, 515
12	3, 410	2, 608	11, 745	772	506	857	3, 837	23, 735
13	3, 083	1, 953	10, 088	637	437	635	3, 078	19, 911
14	2, 935	1, 644	11, 026	504	359	498	2, 562	19, 528
15	2, 569	1, 460	13, 306	470	300	390	2, 294	20, 789
16	1, 635	1, 128	7, 537	329	212	318	1, 698	12, 857
17	1, 139	807	4, 696	281	186	279	1, 339	8, 727
18	867	576	3, 204	215	159	257	1, 021	6, 299
19	750	509	2, 426	198	136	186	904	5, 109
20	660	435	2, 286	149	117	163	758	4, 568
21	593	385	2, 095	129	128	122	583	4, 035
22	603	393	2, 080	139	95	131	599	4, 040
23	432	331	1, 587	91	85	112	460	3, 098
24	372	271	1, 414	84	73	71	424	2, 709
25- 29	1, 422	1, 273	5, 741	322	264	323	1, 579	10, 924
30- 39	1, 613	1, 364	5, 298	293	288	277	1, 442	10, 575
40- 59	1, 435	941	3, 416	257	269	212	1, 043	7, 573
60- 89	1, 141	586	2, 383	211	185	157	639	5, 302
90- 179	1, 324	493	1, 762	218	156	183	542	4, 678
180 and over	76	94	302	10	13	19	80	594
Not classified ²	2, 937	5, 177	12, 668	717	316	512	3, 594	25, 921
Totals	437, 982	679, 309	5, 513, 257	106, 967	55, 829	56, 278	514, 190	7, 363, 812

¹ Exclusive of standing (L) permits and extensions.² Not classified by length of visit.

TABLE 6. Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1963, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1	63.86	48.32	58.15	52.09	52.27	26.50	36.99	55.73
2	11.12	18.26	24.17	13.52	11.55	12.25	19.18	22.15
3	3.72	10.22	6.16	8.84	7.11	10.09	12.96	6.94
4	3.00	7.17	3.14	5.81	4.96	9.49	7.87	3.93
5	2.38	4.37	1.77	3.73	4.05	8.47	5.34	2.40
6	2.09	2.77	1.15	2.89	3.37	6.71	3.62	1.61
7	1.98	1.93	0.99	2.23	2.77	5.13	2.63	1.31
8	1.81	1.51	1.23	1.91	2.25	3.95	2.14	1.39
9	1.38	1.00	0.67	1.38	1.72	3.00	1.60	0.84
10	1.13	0.68	0.40	1.10	1.23	2.46	1.19	0.56
11	0.91	0.48	0.27	0.86	1.05	1.81	0.94	0.40
12	0.78	0.38	0.21	0.72	0.91	1.52	0.75	0.32
13	0.70	0.29	0.18	0.60	0.78	1.13	0.60	0.27
14	0.67	0.24	0.20	0.47	0.64	0.88	0.50	0.27
15	0.59	0.21	0.24	0.44	0.54	0.69	0.44	0.28
16	0.37	0.17	0.14	0.31	0.38	0.57	0.33	0.18
17	0.26	0.12	0.08	0.26	0.33	0.50	0.26	0.12
18	0.20	0.08	0.06	0.20	0.29	0.46	0.20	0.09
19	0.17	0.07	0.04	0.19	0.24	0.33	0.17	0.07
20	0.15	0.06	0.04	0.14	0.21	0.29	0.15	0.06
21	0.14	0.06	0.04	0.12	0.23	0.22	0.11	0.06
22	0.14	0.06	0.04	0.13	0.17	0.23	0.12	0.06
23	0.10	0.05	0.03	0.09	0.15	0.20	0.09	0.04
24	0.08	0.04	0.03	0.08	0.13	0.13	0.08	0.04
25- 29	0.32	0.19	0.10	0.30	0.47	0.57	0.31	0.15
30- 39	0.37	0.20	0.10	0.27	0.52	0.49	0.28	0.14
40- 59	0.33	0.14	0.06	0.24	0.48	0.38	0.20	0.10
60- 89	0.26	0.09	0.04	0.20	0.33	0.28	0.12	0.07
90- 179	0.30	0.07	0.03	0.20	0.28	0.33	0.10	0.06
180 and over	0.02	0.01	0.01	0.01	0.02	0.03	0.03	0.01
Not classified ²	0.67	0.76	0.23	0.67	0.57	0.91	0.70	0.35
Totals	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1963, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1	834,685	988,089	9,619,203	181,020	94,712	54,217	607,217	12,379,143
2	124,582	329,934	3,568,945	42,922	18,049	22,235	267,527	4,374,194
3	45,271	195,935	932,279	28,093	11,825	17,565	179,353	1,410,321
4	37,482	138,056	470,975	18,973	8,256	16,182	109,265	799,189
5	29,720	83,085	272,224	11,815	6,907	14,506	75,845	494,102
6	26,202	52,044	177,672	9,196	5,788	11,393	52,409	334,704
7	24,874	36,652	161,581	7,322	4,668	8,710	38,720	282,527
8	23,249	29,079	216,677	6,292	3,921	6,897	31,678	317,793
9	17,713	19,072	111,927	4,437	2,886	5,220	23,703	184,958
10	14,576	12,646	64,478	3,396	2,039	4,263	17,387	118,785
11	11,684	8,720	42,298	2,681	1,722	3,124	13,370	83,599
12	10,036	6,974	32,838	2,293	1,472	2,564	10,657	66,834
13	9,327	5,210	28,690	1,817	1,270	1,914	8,583	56,811
14	8,992	4,434	33,133	1,429	1,014	1,464	7,098	57,564
15	7,976	3,973	41,221	1,359	856	1,108	6,328	62,821
16	4,785	2,990	21,934	893	596	972	4,672	36,842
17	3,224	2,080	12,825	817	534	783	3,621	23,884
18	2,472	1,323	8,307	564	434	728	2,678	16,506
19	2,071	1,185	6,152	536	397	529	2,319	13,189
20	1,844	1,084	5,771	399	303	464	1,965	11,830
21	1,565	930	5,289	343	367	338	1,446	10,278
22	1,655	888	5,421	359	236	379	1,448	10,386
23	1,145	748	4,146	216	210	295	1,113	7,873
24	983	634	3,501	239	171	200	1,052	6,780
25- 29	3,675	2,791	14,071	854	617	795	3,672	26,475
30- 39	4,069	3,103	12,723	693	619	666	3,143	25,016
40- 59	3,484	2,106	8,185	609	623	490	2,369	17,866
60- 89	2,660	1,293	5,534	484	412	356	1,386	12,125
90-179	2,802	992	3,755	450	367	407	1,130	9,903
180 and over	142	201	647	25	28	39	196	1,278
Not classified ²	7,591	12,297	31,422	1,962	848	1,437	9,123	64,680
Totals	1,270,536	1,948,548	15,923,824	332,488	172,147	180,240	1,490,473	21,318,256

¹ Exclusive of standing (L) permits and extensions.

² Not classified by length of visit.

TABLE 8. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1963, after Remaining Two Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	5	301	342	1,843	99	78	123	240	69	3,100
Alaska	1	2	44	335	190	419	733	4,186	8,737	14,647
Arizona	5	81	150	1,682	151	102	651	1,224	212	4,258
Arkansas	—	48	75	872	74	58	90	129	39	1,385
California	69	970	2,444	17,470	1,802	1,080	6,254	46,470	1,874	78,433
Colorado	10	86	278	2,235	375	532	1,687	1,388	206	6,797
Connecticut	813	10,479	22,811	19,465	80	46	154	308	42	54,198
Delaware	42	369	741	2,588	23	12	50	62	14	3,901
Dist. of Columbia ..	69	283	893	2,439	63	39	73	140	43	4,042
Florida	180	1,705	4,226	18,429	470	203	642	1,069	235	27,159
Georgia	25	262	595	2,989	93	63	137	211	65	4,440
Hawaii	—	19	23	249	13	5	26	219	12	566
Idaho	3	40	62	632	113	75	1,161	5,462	179	7,727
Illinois	168	1,015	2,658	69,593	2,576	910	1,642	1,666	279	80,507
Indiana	82	618	949	34,437	527	264	499	588	188	38,152
Iowa	14	255	321	14,846	1,622	851	718	598	149	19,374
Kansas	14	141	312	4,066	887	469	595	626	121	7,231
Kentucky	17	160	220	4,885	67	54	107	166	52	5,728
Louisiana	14	157	308	1,643	105	70	232	248	70	2,847
Maine	526	55,914	18,767	3,156	34	26	37	100	29	78,589
Maryland	239	1,339	3,458	14,553	108	85	201	243	46	20,272
Massachusetts	3,272	29,123	46,650	34,494	79	64	244	392	59	114,377
Michigan	118	1,495	3,117	879,520	1,331	637	1,089	1,283	378	888,968
Minnesota	9	233	614	52,321	14,056	2,338	1,611	1,370	282	72,834
Mississippi	13	129	304	1,183	63	62	104	188	29	2,075
Missouri	19	166	399	7,955	733	322	612	529	131	10,866
Montana	2	38	66	582	384	5,378	11,447	3,353	214	21,464
Nebraska	3	71	197	3,241	1,070	590	559	497	94	6,322
Nevada	3	18	26	510	44	35	238	816	59	1,749
New Hampshire	328	3,347	22,183	3,866	13	29	48	65	25	29,904
New Jersey	999	5,644	21,198	48,829	235	122	416	723	106	78,272
New Mexico	3	66	136	722	52	71	308	309	93	1,760
New York	2,076	10,933	94,965	679,352	346	181	832	1,217	208	790,110
North Carolina	42	436	1,010	4,040	59	74	144	154	59	6,018
North Dakota	1	21	76	2,716	17,259	8,065	418	392	57	29,005
Ohio	261	1,986	3,781	183,002	617	363	898	935	280	192,123
Oklahoma	9	86	150	2,193	285	296	489	398	90	3,996
Oregon	5	119	221	1,280	246	253	1,113	28,244	664	32,145
Pennsylvania	805	4,623	11,555	117,301	323	217	589	764	206	136,383
Rhode Island	189	2,013	7,662	5,339	16	9	34	91	7	15,360
South Carolina	20	179	385	1,702	64	26	81	134	57	2,648
South Dakota	4	28	82	1,637	1,353	862	399	310	66	4,741
Tennessee	23	164	337	3,128	98	79	178	259	75	4,341
Texas	23	421	770	5,859	582	430	1,617	1,712	335	11,749
Utah	—	47	103	636	70	88	1,998	1,414	96	4,452
Vermont	85	807	49,474	2,749	16	7	28	73	15	53,254
Virginia	164	1,020	2,249	8,786	143	81	211	420	87	13,161
Washington	6	124	445	2,027	463	442	2,342	183,167	1,051	190,067
West Virginia	21	164	224	4,925	43	19	32	79	14	5,521
Wisconsin	20	462	885	38,347	1,430	627	861	806	188	43,626
Wyoming	—	10	62	366	68	221	607	301	78	1,713
Totals U.S.	10,819	138,217	329,003	2,317,015	51,013	27,429	45,359	295,738	17,764	3,232,357
Not classified ²	293	2,644	5,177	12,668	717	316	512	3,509	85	25,921
Other countries ³	34	39	458	795	37	14	51	199	9	1,636
Grand totals⁴ ..	11,146	140,900	334,638	2,330,478	51,767	27,759	45,922	299,446	17,858	3,259,914

¹ Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from foreign countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

² Not classified by state or country of registration.

³ Other countries comprise: Africa 1, Argentina 3, Austria 3, Australia 7, Azores 1, Bahamas 42, Belgium 30, Bermuda 22, Bolivia 1, Brazil 8, British Honduras 1, Chile 7, China 3, Colombia 4, Costa Rica 4, Cuba 11, Cyprus 1, Denmark 7, Egypt 1, England 339, Finland 1, France 168, Germany 464, Greece 2, Guam 32, Guatemala 15, Haiti 7, Hong Kong 1, Iceland 2, India 8, Ireland 14, Israel 1, Italy 32, Japan 31, Java 3, Lebanon 1, Mexico 117, Morocco 9, Netherlands 44, Netherlands Antilles 12, New Zealand 4, Nicaragua 1, Northern Ireland 1, Norway 16, Panama Canal Zone 57, Philippine Islands 4, Peru 6, Puerto Rico 12, Rhodesia 1, Salvador 3, St. Pierre & Miquelon 3, Scotland 3, Republic of South Africa 6, Spain 16, Sweden 1, Switzerland 30, Uruguay 1, Venezuela 5, Virgin Islands 1, West Indies Federation 5.

⁴ Do not include 28,158 standing (L) permits and 10,448 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1963, after Remaining Three Days or Over, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	5	109	220	770	64	70	111	154	61	1,564
Alaska	1	2	30	175	186	419	729	3,722	7,139	12,403
Arizona	5	61	97	949	130	91	596	1,008	164	3,101
Arkansas	—	35	54	474	60	50	83	105	32	893
California	67	770	1,900	8,742	1,627	1,013	5,771	38,853	1,351	60,094
Colorado	10	63	203	1,093	307	443	1,540	1,124	158	4,941
Connecticut	802	7,534	17,528	9,805	73	41	140	253	30	36,206
Delaware	42	271	580	1,389	20	10	49	42	11	2,414
Dist. of Columbia	67	237	779	1,546	54	33	64	93	18	2,891
Florida	179	1,393	3,214	10,900	402	188	612	841	181	17,910
Georgia	24	186	404	1,377	72	58	135	163	58	2,477
Hawaii	—	12	21	113	13	5	26	145	10	345
Idaho	3	31	19	225	89	66	930	3,912	139	5,414
Illinois	166	782	2,226	44,290	2,298	880	1,504	1,278	185	53,609
Indiana	81	455	680	20,448	457	257	456	447	133	23,414
Iowa	14	145	266	10,812	1,366	805	626	493	110	14,637
Kansas	14	85	213	2,235	732	372	516	448	77	4,692
Kentucky	17	93	191	2,757	49	51	97	107	46	3,408
Louisiana	14	103	232	782	79	58	214	180	62	1,724
Maine	502	21,803	12,233	1,402	29	23	32	83	21	36,128
Maryland	236	1,112	2,734	8,197	89	82	181	201	36	12,868
Massachusetts	3,231	25,969	36,482	16,314	75	64	220	350	45	82,750
Michigan	116	1,122	2,283	288,248	1,256	615	1,023	1,061	295	296,019
Minnesota	9	181	506	31,934	9,256	2,155	1,412	1,130	217	46,800
Mississippi	11	108	223	640	247	58	87	120	23	1,517
Missouri	18	138	324	4,714	601	290	532	388	113	7,118
Montana	2	27	52	316	291	3,547	7,525	2,349	160	14,269
Nebraska	3	54	151	2,107	917	551	484	370	62	4,699
Nevada	3	15	23	194	34	32	210	708	47	1,266
New Hampshire	321	2,747	13,714	1,660	12	26	42	59	20	18,601
New Jersey	979	4,771	16,901	28,024	201	111	395	545	79	52,006
New Mexico	3	40	93	287	39	63	268	250	72	1,115
New York	2,047	9,317	56,014	241,697	314	171	794	962	130	311,446
North Carolina	40	266	670	2,145	49	57	133	132	50	3,542
North Dakota	1	14	49	1,769	10,446	4,787	355	306	46	17,773
Ohio	258	1,537	2,890	113,674	559	346	849	802	213	121,128
Oklahoma	7	53	109	1,241	233	236	418	299	75	2,671
Oregon	5	82	152	634	202	226	967	22,801	571	25,640
Pennsylvania	794	3,500	9,207	74,766	289	198	544	598	158	90,054
Rhode Island	185	1,754	6,189	2,293	15	8	32	58	11	10,545
South Carolina	20	107	264	706	51	24	74	101	51	1,398
South Dakota	4	19	41	921	1,104	758	338	224	43	3,452
Tennessee	22	109	248	1,590	71	76	161	170	60	2,507
Texas	23	249	509	2,629	445	350	1,441	1,212	262	7,120
Utah	—	34	57	288	57	80	1,684	1,061	73	3,334
Vermont	85	663	12,949	1,229	13	7	28	50	11	15,035
Virginia	162	783	1,746	5,015	123	75	198	295	72	8,469
Washington	4	93	259	1,153	402	376	1,986	110,576	854	115,703
West Virginia	22	75	179	3,164	35	19	30	63	9	3,596
Wisconsin	19	268	669	25,260	1,214	605	779	629	150	29,593
Wyoming	—	9	32	133	48	178	529	233	51	1,213
Totals U.S.	10,643	89,386	206,809	983,226	36,795	21,104	37,950	201,554	14,045	1,601,512
Not classified ³	293	2,644	5,177	12,668	717	316	512	3,509	85	25,921
Other countries ⁴	18	34	324	530	34	14	48	159	9	1,170
Grand totals	10,954	92,064	212,310	996,424	37,546	21,434	38,510	205,222	14,139	1,628,603

¹ Exclusive of standing (L) permits and extensions.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Not classified by state or country of registration.

⁴ Other countries comprise: Africa 1, Argentina 3, Austria 3, Australia 7, Azores 1, Bahamas 36, Belgium 21, Bermuda 21, Brazil 7, British Guiana 1, Chile 7, China 3, Colombia 4, Costa Rica 3, Cuba 1, Denmark 7, Egypt 1, England 215, Finland 1, France 125, Germany 316, Greece 2, Guam 12, Guatemala 12, Haiti 7, Hong Kong 1, Iceland 2, India 6, Ireland 7, Israel 1, Italy 19, Japan 20, Java 3, Lebanon 1, Mexico 92, Morocco 9, Netherlands 32, Netherlands Antilles 12, New Zealand 4, Nicaragua 1, Northern Ireland 1, Norway 6, Panama Canal Zone 47, Philippine Islands 4, Peru 6, Puerto Rico 8, Rhodesia 1, Salvador 3, St. Pierre and Miquelon 3, Scotland 3, Republic of South Africa 6, Spain 15, Switzerland 28, Uruguay 1, Venezuela 4, Virgin Islands 2, West Indies Federation 5.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1959-63**

Classified by Selected U.S. Federal States of Registration

State	1959 ^{2,3}	1960 ⁴	1961 ⁴	1962 ⁴	1963 ⁴
North Eastern	1,072,166	1,214,035	1,268,405	1,323,042	1,375,266
Connecticut	46,133	44,635	46,759	52,450	54,458
Maine	152,833	91,831	90,597	91,639	92,076
Massachusetts	98,349	102,249	105,619	111,459	114,954
New Hampshire	28,397	28,471	29,828	30,450	30,040
New Jersey	60,477	63,716	66,805	71,033	78,636
New York	481,869	702,935	749,487	768,382	798,606
Pennsylvania	123,153	113,129	113,017	130,324	136,864
Rhode Island	13,200	13,870	13,868	15,049	15,451
Vermont	67,755	53,199	52,425	52,256	54,181
% of total	48.2	44.3	43.6	42.7	42.0
Great Lakes	624,243	1,012,103	1,076,434	1,142,880	1,247,475
Illinois	64,923	62,439	67,645	76,733	80,792
Indiana	29,310	28,547	29,925	34,712	38,300
Michigan	355,762	741,941	789,165	814,791	891,905
Ohio	144,512	148,631	152,289	174,732	192,676
Wisconsin	29,736	30,545	37,410	41,912	43,802
% of total	28.0	36.9	37.0	36.9	38.1
North Western	102,556	101,629	113,354	115,038	127,033
Minnesota	55,629	58,079	67,687	69,494	74,827
Montana	18,886	18,191	18,464	19,618	22,128
North Dakota	28,041	25,359	27,203	25,926	30,078
% of total	4.6	3.7	3.9	3.7	3.9
West Coast	240,555	238,188	263,836	301,830	303,153
California	66,217	65,837	69,928	112,303	79,603
Oregon	22,309	25,315	28,658	28,707	32,365
Washington	152,029	147,036	165,250	160,820	191,185
% of total	10.8	8.7	9.1	9.8	9.3
Other (Remaining states and foreign countries)	187,775	175,257	186,134	214,881	219,672
% of total	8.4	6.4	6.4	6.9	6.7
Totals	2,227,295	2,741,212	2,908,163	3,097,671	3,272,599
Not classified ⁵ .....	...	20,050	28,272	24,120	25,921

¹ Including commuters, summer residents and locals — standing (L) permits and extensions.

² Includes all entries requiring customs permits but excludes all non-permit entries.

³ January - September inclusive.

⁴ Includes all entries over 24 hours — excludes all entries for 24 hours or less and repeat trips of standing (L) permit holders.

⁵ Not classified by state or country of registration — excluded from totals.

TABLE 11. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail, 1959-63

Classified by Selected U.S. Federal States of Origin²

State	1959	1960	1961	1962	1963
North Eastern	457,000	398,000	432,000	425,000	445,000
Connecticut	37,000	23,000	31,000	32,000	30,000
Massachusetts	72,000	55,000	67,000	50,000	55,000
New Jersey	55,000	61,000	54,000	61,000	61,000
New York	211,000	179,000	208,000	214,000	217,000
Pennsylvania	55,000	55,000	54,000	51,000	64,000
Other North Eastern ³	27,000	25,000	18,000	17,000	18,000
% of total	42.6	37.3	39.9	37.8	38.3
Great Lakes	256,000	264,000	258,000	256,000	262,000
Illinois	79,000	81,000	90,000	82,000	91,000
Indiana	14,000	15,000	23,000	19,000	12,000
Michigan	73,000	79,000	60,000	66,000	61,000
Ohio	70,000	72,000	66,000	70,000	77,000
Wisconsin	20,000	17,000	19,000	19,000	21,000
% of total	23.8	24.8	23.8	22.8	22.6
North Western	49,000	43,000	54,000	52,000	83,000
Minnesota	39,000	32,000	33,000	39,000	63,000
Other North Western ³	10,000	11,000	21,000	13,000	20,000
% of total	4.6	4.0	4.9	4.6	7.1
West Coast	174,000	193,000	168,000	206,000	195,000
California	96,000	101,000	65,000	113,000	94,000
Oregon	20,000	23,000	17,000	19,000	22,000
Washington	58,000	69,000	86,000	74,000	79,000
% of total	16.2	18.1	15.5	18.3	16.8
Remaining states	137,000	169,000	172,000	186,000	175,000
Colorado	9,000	8,000	11,000	13,000	13,000
Florida	11,000	9,000	13,000	9,000	10,000
Iowa	7,000	10,000	11,000	9,000	8,000
Maryland	10,000	12,000	13,000	9,000	9,000
Missouri	20,000	18,000	10,000	20,000	17,000
Texas	10,000	24,000	23,000	26,000	25,000
Other remaining ³	70,000	88,000	91,000	100,000	93,000
% of total	12.8	15.8	15.9	16.5	15.1
Totals	1,073,000	1,067,000	1,084,000	1,125,000	1,160,000

¹ Exclusive of in transit traffic.

² State of origin estimated on the basis of the U.S. Department of Commerce survey.

³ Includes states normally below an estimate of 10,000 entries.

TABLE 12. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail in 1963, classified by Length of Visit

Estimated days stay	Plane		Bus		Rail	
	Number of persons	% of total persons	Number of persons	% of total persons	Number of persons	% of total persons
1 ²	25,280	5.22	46,515	10.13	15,795	7.29
2	82,603	17.06	49,139	10.70	20,542	9.48
3	97,318	20.09	53,178	11.58	30,329	13.99
4	70,440	14.54	37,286	8.12	24,091	11.12
5	52,933	10.93	35,593	7.75	26,291	12.13
6	35,490	7.33	27,091	5.90	18,531	8.54
7	18,400	3.80	26,675	5.81	12,267	5.66
8	13,953	2.88	32,260	7.02	11,256	5.19
9	10,776	2.22	29,164	6.35	9,613	4.44
10	7,328	1.51	21,317	4.64	8,295	3.83
11	9,896	2.04	8,652	1.88	4,003	1.85
12	8,809	1.82	12,699	2.76	4,010	1.85
13	8,893	1.84	7,618	1.66	6,319	2.92
14	5,280	1.09	6,433	1.40	2,640	1.22
15	4,343	0.90	7,356	1.60	3,859	1.78
16	3,947	0.81	5,798	1.26	2,419	1.12
17	2,205	0.46	11,044	2.40	1,306	0.60
18	3,150	0.65	1,986	0.43	1,360	0.63
19	1,658	0.34	3,261	0.71	1,417	0.65
20	1,761	0.36	1,128	0.25	740	0.34
21	941	0.19	3,369	0.73	941	0.43
22	1,386	0.29	2,753	0.60	833	0.39
23	1,108	0.23	1,780	0.39	767	0.35
24	1,728	0.36	1,128	0.24	311	0.14
25- 29	3,996	0.83	6,329	1.38	2,691	1.24
30- 39	3,686	0.76	5,527	1.20	2,140	0.99
40- 59	4,316	0.89	7,125	1.55	1,821	0.84
60- 89	2,419	0.50	6,684	1.46	1,993	0.92
90-179	280	0.06	461	0.10	160	0.07
180 and over	—	—	—	—	—	—
Totals	484,323	100.00	459,349	100.00	216,740	100.00

¹ Exclusive of in transit traffic.² Persons entering and departing on the same day.

TABLE 13. Number and Expenditures of Canadian Automobiles Returning to Canada in 1963, classified by Length of Visit

Estimated days stay	Number of cars	% of total cars	Number of car days	Estimated expenditures	% of total expenditures	Average expenditure per car	Average expenditure per car per day
				\$		\$	\$
1	7,254,576	84.89	7,254,576	34,838,100	17.87	4.80	4.80
2 ¹	280,030	3.28	560,060	9,313,000	4.78	33.30	16.60
3	385,965	4.52	1,157,895	22,790,900	11.69	59.00	19.70
4	156,945	1.84	627,780	13,781,300	7.07	87.80	22.00
5	80,952	0.95	404,760	8,453,700	4.33	104.40	20.90
6	55,331	0.65	331,986	6,902,900	3.54	124.80	20.80
7	53,215	0.62	372,505	7,535,700	3.87	141.60	20.20
8	39,354	0.46	314,832	6,470,200	3.32	164.40	20.60
9	22,053	0.26	198,477	3,974,100	2.04	180.20	20.00
10	24,267	0.28	242,670	4,912,000	2.52	202.40	20.20
11	14,141	0.16	155,551	2,968,700	1.52	209.90	19.10
12	15,079	0.18	180,948	3,343,200	1.71	221.70	18.50
13	10,447	0.12	135,811	2,384,900	1.22	228.30	17.60
14	30,368	0.35	425,152	8,391,300	4.30	276.30	19.70
15	23,099	0.27	346,485	6,472,900	3.32	280.20	18.70
16	10,952	0.13	175,232	3,478,600	1.78	317.60	19.90
17	7,996	0.09	135,932	2,627,500	1.35	328.60	19.30
18	5,557	0.07	100,026	1,932,500	0.99	347.80	19.30
19	3,447	0.04	65,493	1,402,500	0.72	406.90	21.40
20	4,398	0.05	87,960	1,818,200	0.93	413.40	20.70
21	12,414	0.15	260,694	5,199,300	2.67	418.80	19.90
22	4,790	0.06	105,380	1,976,100	1.01	412.60	18.80
23	1,999	0.02	45,977	825,000	0.42	412.70	17.90
24	2,026	0.02	48,624	923,200	0.47	455.70	19.00
25- 29	6,961	0.08	190,592	2,808,000	1.44	403.40	14.70
30- 39	13,540	0.16	422,448	6,636,800	3.40	490.20	15.70
40- 59	6,506	0.08	291,859	3,441,400	1.76	529.00	11.80
60- 89	6,875	0.08	437,663	4,857,600	2.49	706.60	11.10
90-179	8,811	0.10	953,526	9,358,100	4.80	1,062.10	9.80
180 and over	3,379	0.04	649,444	5,198,000	2.67	1,538.30	8.00
Totals	8,545,473	100.00	16,680,338	195,015,700	100.00	22.80	11.70
Average length of stay per car			1.95				

¹ Includes vehicles abroad more than 24 hours and less than 48 hours.

**TABLE 14. Number of and Average Expenditure Per Day by Canadian Motorists
Returning to Canada in 1963, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of person days	Average expenditure per person per day
				\$
1	2.65	19,191,478	19,191,478	1.80
2 ¹	2.91	814,490	1,628,980	5.70
3	3.01	1,160,096	3,480,288	6.50
4	3.00	471,016	1,884,064	7.30
5	2.98	241,459	1,207,295	7.00
6	3.01	166,470	998,820	6.90
7	2.84	151,389	1,059,723	7.10
8	3.37	132,466	1,059,728	6.10
9	3.15	69,493	625,437	6.40
10	2.85	69,138	691,380	7.10
11	3.22	45,491	500,401	5.90
12	2.86	43,051	516,612	6.50
13	3.16	33,009	429,117	5.60
14	3.01	91,366	1,279,124	6.60
15	3.48	80,478	1,207,170	5.40
16	3.64	39,843	637,488	5.50
17	3.00	24,016	408,272	6.40
18	2.96	16,427	295,686	6.50
19	3.20	11,044	209,836	6.70
20	3.27	14,396	287,920	6.30
21	2.72	33,731	708,351	7.30
22	3.52	16,843	370,546	5.30
23	3.41	6,817	156,791	5.30
24	3.26	6,597	158,328	5.80
25- 29	3.11	21,648	592,722	4.70
30- 39	2.77	37,463	1,168,846	5.70
40- 59	2.44	15,869	711,883	4.80
60- 89	2.21	15,162	965,213	5.00
90-179	2.13	18,778	2,032,155	4.60
180 and over	2.01	6,790	1,305,038	4.00
Totals	2.70	23,046,314	45,768,692	4.26
Average length of stay per person			1.99	

¹ Includes motorists abroad more than 24 hours and less than 48 hours.

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1963, classified by Length of Visit, by Province of Re-entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1	1, 773, 709	1, 048, 848	3, 284, 664	166, 041	73, 930	62, 218	845, 166	7, 254, 576
2 ¹	34, 831	65, 215	110, 756	17, 458	3, 403	4, 827	43, 540	280, 030
3	27, 019	103, 317	140, 218	27, 189	8, 280	8, 503	71, 439	385, 965
4	15, 557	47, 741	59, 193	8, 894	3, 092	3, 082	19, 386	156, 945
5	6, 723	30, 366	26, 521	4, 672	1, 233	1, 552	9, 885	80, 952
6	4, 684	20, 306	18, 901	2, 775	1, 180	1, 179	6, 306	55, 331
7	5, 803	18, 471	15, 919	3, 299	1, 343	1, 476	6, 904	53, 215
8	2, 960	16, 603	10, 481	2, 049	613	1, 089	5, 559	39, 354
9	1, 612	8, 595	7, 071	1, 105	616	430	2, 624	22, 053
10	1, 834	6, 008	9, 745	1, 309	741	843	3, 787	24, 267
11	1, 585	3, 861	5, 187	475	450	547	2, 036	14, 141
12	1, 375	3, 945	5, 935	854	355	471	2, 144	15, 079
13	1, 135	3, 683	2, 566	600	294	285	1, 884	10, 447
14	2, 145	9, 006	10, 281	1, 494	553	779	6, 110	30, 368
15	555	14, 484	4, 441	588	204	256	2, 571	23, 099
16	505	4, 628	3, 054	318	183	433	1, 831	10, 952
17	539	2, 648	2, 440	616	99	182	1, 472	7, 996
18	199	1, 302	1, 903	284	99	219	1, 551	5, 557
19	19	690	1, 293	91	173	204	977	3, 447
20	261	1, 001	1, 368	237	185	334	1, 012	4, 398
21	581	3, 064	4, 356	935	287	609	2, 582	12, 414
22	136	2, 944	644	259	19	141	647	4, 790
23	—	911	539	13	32	—	504	1, 999
24	125	805	577	42	38	131	308	2, 026
25- 29	489	1, 672	2, 800	587	224	314	875	6, 961
30- 39	1, 306	4, 168	4, 329	655	331	668	2, 083	13, 540
40- 59	397	1, 723	2, 323	459	208	417	979	6, 506
60- 89	280	1, 144	2, 490	792	302	533	1, 334	6, 875
90- 179	570	1, 876	3, 258	548	540	553	1, 466	8, 811
180 and over	68	572	1, 906	168	111	111	443	3, 379
Totals	1, 887, 002	1, 429, 597	3, 745, 159	244, 806	99, 118	92, 386	1, 047, 405	8, 545, 473

¹ Includes vehicles abroad more than 24 hours and less than 48 hours.

TABLE 16. Number and Expenditures of Canadian Travellers Returning to Canada by Plane in 1963, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ¹	29,287	6.0	29,287	2,092,400	2.1	71.50	71.50
2	52,834	10.8	105,668	5,191,400	5.2	98.30	49.20
3	47,585	9.7	142,755	5,443,100	5.5	114.40	38.10
4	47,241	9.6	188,964	6,455,700	6.5	136.70	34.20
5	37,724	7.7	188,620	6,070,100	6.1	160.90	32.20
6	21,536	4.4	129,216	3,990,300	4.0	185.30	30.90
7	28,256	5.7	197,792	5,197,000	5.2	183.90	26.30
8	16,679	3.4	133,432	3,332,800	3.4	199.80	25.00
9	10,940	2.2	98,460	2,008,300	2.0	183.60	20.40
10	28,011	5.7	280,110	5,807,700	5.9	207.30	20.70
11	6,917	1.4	76,087	1,633,500	1.6	236.20	21.50
12	13,049	2.7	156,588	3,170,000	3.2	242.90	20.20
13	7,555	1.5	98,215	1,840,300	1.9	243.60	18.70
14	32,966	6.7	461,524	7,952,200	8.0	241.20	17.20
15	14,226	2.9	213,390	4,014,800	4.1	282.20	18.80
16	8,340	1.7	133,440	2,253,500	2.3	270.20	16.90
17	6,574	1.3	111,758	1,939,500	2.0	295.00	17.40
18	4,709	1.0	84,762	1,357,600	1.4	288.30	16.00
19	3,483	0.7	66,177	1,020,100	1.0	292.90	15.40
20	6,966	1.4	139,320	2,229,600	2.3	320.10	16.00
21	15,207	3.1	319,347	3,023,500	3.1	198.80	9.50
22	2,502	0.5	55,044	780,400	0.8	311.90	14.20
23	2,551	0.5	58,673	801,300	0.8	314.10	13.70
24	1,766	0.4	42,384	628,500	0.6	355.90	14.80
25- 29	8,241	1.7	223,578	3,011,700	3.0	365.50	13.50
30- 39	14,373	2.9	461,661	5,487,300	5.5	381.80	11.90
40- 59	7,702	1.6	359,221	3,387,400	3.4	439.80	9.40
60- 89	6,181	1.3	419,010	3,168,500	3.2	512.60	7.60
90-179	5,740	1.2	683,519	4,270,600	4.3	744.00	6.20
180 and over	1,423	0.3	313,843	1,618,800	1.6	1,137.60	5.20
Totals	490,564	100.0	5,971,845	99,177,900	100.0	202.20	16.60

¹ Persons leaving and returning on the same day.

TABLE 17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus¹ in 1963, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ²	19,669	5.1	19,669	259,900	0.6	13.20	13.20
2	42,203	10.9	84,406	1,189,200	2.9	28.20	14.10
3	54,244	14.0	162,732	2,376,000	5.8	43.80	14.60
4	36,085	9.3	144,340	2,111,100	5.2	58.50	14.60
5	27,412	7.1	137,060	2,037,800	5.0	74.30	14.90
6	19,011	4.9	114,066	1,539,700	3.8	81.00	13.50
7	26,444	6.8	185,108	2,197,000	5.4	83.10	11.90
8	13,319	3.4	106,552	1,320,600	3.2	99.20	12.40
9	6,659	1.7	59,931	707,300	1.7	106.20	11.80
10	19,707	5.1	197,070	2,231,000	5.5	113.20	11.30
11	5,111	1.3	56,221	626,100	1.5	122.50	11.10
12	8,247	2.1	98,964	1,073,700	2.6	130.20	10.90
13	4,840	1.3	62,920	691,800	1.7	142.90	11.00
14	21,256	5.5	297,584	2,962,200	7.3	139.40	10.00
15	8,441	2.2	126,615	1,309,800	3.2	155.20	10.30
16	5,846	1.5	93,536	1,009,100	2.5	172.60	10.80
17	3,485	0.9	59,245	563,900	1.4	161.80	9.50
18	4,027	1.0	72,486	718,500	1.8	178.40	9.90
19	1,897	0.5	36,043	309,800	0.8	163.30	8.60
20	3,717	1.0	74,340	711,800	1.7	191.50	9.60
21	9,873	2.6	207,333	1,891,400	4.6	191.60	9.10
22	2,207	0.6	48,554	558,300	1.4	253.00	11.50
23	2,246	0.6	51,658	570,000	1.4	253.80	11.00
24	2,439	0.6	58,536	516,600	1.3	211.80	8.80
25- 29	6,814	1.8	184,046	1,293,300	3.2	189.80	7.00
30- 39	12,467	3.2	382,238	2,408,600	5.9	193.20	6.30
40- 59	7,860	2.0	366,433	1,687,700	4.1	214.70	4.60
60- 89	4,220	1.1	285,314	1,363,300	3.3	323.10	4.80
90- 179	5,575	1.4	635,439	2,840,400	7.0	509.50	4.50
180 and over	1,858	0.5	430,684	1,720,400	4.2	926.00	4.00
Totals	387,179	100.0	4,839,123	40,796,300	100.0	105.40	8.40

¹ Exclusive of in transit traffic.

² Persons leaving and returning on the same day.

TABLE 18. Number and Expenditures of Canadian Travellers Returning to Canada by Rail¹ in 1963, classified by Length of Visit

Estimated days stay	Number of persons	% of total persons	Number of person days	Estimated expenditures	% of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ²	7,285	3.3	7,285	281,800	0.9	38.70	38.70
2	19,163	8.7	38,326	1,030,000	3.5	53.80	26.90
3	29,738	13.5	89,214	1,779,700	6.0	59.80	19.90
4	22,474	10.2	89,896	1,726,400	5.8	76.80	19.20
5	17,661	8.0	88,305	1,627,200	5.4	92.10	18.40
6	11,546	5.2	69,276	1,140,500	3.8	98.80	16.50
7	15,984	7.2	111,888	1,691,700	5.7	105.80	15.10
8	9,361	4.2	74,888	1,044,800	3.5	111.60	14.00
9	4,371	2.0	39,339	510,700	1.7	116.90	13.00
10	11,922	5.4	119,220	1,644,500	5.5	137.90	13.80
11	2,428	1.1	26,708	331,400	1.1	136.50	12.40
12	5,519	2.5	66,228	820,400	2.7	148.70	12.40
13	2,804	1.3	36,452	410,800	1.4	146.50	11.30
14	12,694	5.7	177,716	1,887,400	6.3	148.70	10.60
15	4,548	2.1	68,220	786,800	2.6	173.00	11.50
16	2,252	1.0	36,032	439,900	1.5	195.30	12.20
17	2,053	0.9	34,901	431,900	1.4	210.40	12.40
18	1,700	0.8	30,600	382,800	1.3	225.20	12.50
19	1,214	0.5	23,066	280,200	0.9	230.80	12.10
20	2,495	1.1	49,900	525,800	1.8	210.70	10.50
21	5,872	2.7	123,312	1,217,700	4.1	207.40	9.90
22	905	0.4	19,910	232,400	0.8	256.80	11.70
23	971	0.4	22,333	248,200	0.8	255.60	11.10
24	971	0.4	23,304	256,600	0.9	264.30	11.00
25 - 29	5,056	2.3	136,815	1,355,400	4.5	268.10	9.90
30 - 39	7,197	3.3	229,728	1,792,600	6.0	249.10	7.80
40 - 59	4,305	2.0	201,173	1,211,000	4.1	281.30	6.00
60 - 89	3,687	1.7	246,218	1,533,000	5.1	415.80	6.20
90 - 179	3,532	1.6	398,445	2,098,100	7.0	594.00	5.30
180 and over	1,060	0.5	247,075	1,176,700	3.9	1,110.10	4.80
Totals	220,768	100.0	2,925,773	29,896,400	100.0	135.42	10.20

¹ Exclusive of in transit traffic.² Persons leaving and returning on the same day.

**TABLE 19. Number of Foreign Automobiles and Other Vehicles Entering Canada,
by Province and Month of Entry, 1963**

Province of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
Atlantic Provinces	280, 159	171, 385	1, 031, 629	62, 831
Quebec	329, 126	337, 092	174, 874	112, 416
Ontario	3, 224, 274	2, 439, 526	774, 465	214, 119
Manitoba	55, 937	56, 047	59, 274	19, 299
Saskatchewan	29, 255	30, 024	15, 585	10, 356
Alberta	15, 106	51, 017	24, 019	13, 908
British Columbia	189, 587	315, 944	50, 505	62, 544
Yukon Territory	1, 752	20, 012	247	2, 127
Canada	4, 125, 196¹	3, 421, 047²	2, 130, 598	497, 600
Month of entry	Length of stay in Canada		Repeats and taxis	Commercial vehicles
	24 hours or less	over 24 hours		
January	164, 234	86, 802	108, 837	43, 760
February	168, 784	92, 739	104, 689	41, 867
March	232, 063	118, 683	114, 486	46, 652
April	307, 221	159, 105	150, 578	42, 377
May	344, 233	239, 757	177, 089	40, 171
June	476, 981	423, 303	218, 772	39, 910
July	658, 567	706, 595	285, 371	41, 350
August	650, 599	765, 973	298, 127	42, 084
September	360, 327	331, 185	207, 276	38, 338
October	305, 714	216, 508	189, 127	43, 939
November	247, 785	152, 863	152, 705	38, 775
December	208, 688	127, 534	123, 541	38, 377
Totals	4, 125, 196¹	3, 421, 047²	2, 130, 598	497, 600

¹ Includes 149 bicycles, 2,847 motorcycles and 18,302 trailers.

² Includes 312 bicycles, 2,400 motorcycles and 104,235 trailers.

TABLE 20. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1959 - 63

Province of entry	1959	1960	1961	1962	1963
Aeroplane					
Atlantic Provinces	19,484	19,155	22,871	21,786	23,790
Quebec	112,382	119,301	142,178	136,295	149,060
Ontario	183,362	176,430	212,829	214,511	216,505
Manitoba	17,229	20,350	17,412	17,993	17,832
Saskatchewan	2,452	2,864	4,210	4,102	3,112
Alberta	19,198	16,200	9,232	9,254	9,927
British Columbia	67,148	71,399	69,329	71,264	64,097
Yukon Territory ¹	9,991	9,116	7,458	7,303	2,729
Canada	431,246	434,815	485,519	482,508	487,052
Bus²					
Atlantic Provinces	7,679	8,224	8,914	11,793	13,297
Quebec	66,968	68,844	77,096	88,988	85,454
Ontario	264,605	281,034	266,323	273,073	339,045
Manitoba	7,006	7,988	6,752	9,591	9,539
Saskatchewan	704	455	374	356	232
Alberta	7,491	7,327	7,759	9,345	8,901
British Columbia	36,306	40,036	45,915	60,285	52,884
Yukon Territory	1,368	1,624	2,237	2,238	2,805
Canada	392,127	415,532	415,370	455,669	512,157
Rail³					
Atlantic Provinces	7,790	3,665	1,298	1,431	1,454
Quebec	97,481	88,307	73,272	76,524	68,695
Ontario	130,747	113,272	96,472	89,671	76,336
Manitoba	17,806	17,962	18,227	27,633	22,669
Saskatchewan	7,429	4,410	3,409	⁴	⁴
Alberta	2,095	1,490	1,517	⁴	⁴
British Columbia	43,437	39,637	33,684	35,141	30,598
Yukon Territory	10,533	10,784	12,460	14,174	16,988
Canada	317,318	279,527	240,339	244,574	216,740
Boat					
Atlantic Provinces	4,451	5,606	4,373	4,490	2,311
Quebec	6,499	7,103	6,675	10,609	9,734
Ontario	268,638	294,444	319,857	347,987	376,338
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	139,757	132,140	134,807	333,409	119,588
Yukon Territory ¹	7	12	1	3	8
Canada	419,352	439,305	465,713	696,498	507,979

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Exclusive of local bus traffic between border communities but including in transit traffic.

³ After deducting in transit passengers across Southern Ontario.

⁴ No direct entries reported.

**TABLE 21. Number of Foreign Travellers Entering Canada from the United States, by
Non-automobile Transportation, by Month of Entry, 1959 - 63**

Month	1959	1960	1961	1962	1963
Aeroplane¹					
January	21,549	25,235	26,002	28,371	29,789
February	21,082	23,556	21,863	25,613	27,143
March	23,477	25,766	28,301	27,881	29,297
April	29,322	27,858	30,214	33,412	31,829
May	38,024	37,504	40,339	42,976	40,560
June	49,525	52,499	54,701	58,116	55,809
July	53,543	52,068	57,242	56,448	56,024
August	54,407	53,220	66,430	60,000	60,308
September	43,925	47,324	57,892	49,353	48,975
October	37,544	36,532	40,751	40,743	44,311
November	29,910	27,065	30,960	31,471	32,148
December	28,938	26,188	30,824	28,124	30,859
Totals	431,246	434,815	485,519	482,508	487,052
Bus²					
January	12,221	12,793	15,475	13,610	14,708
February	12,858	13,633	18,710	15,986	16,443
March	13,255	13,316	15,789	15,070	18,774
April	25,653	26,543	22,848	26,994	30,148
May	37,105	39,377	36,593	39,723	44,557
June	46,264	48,115	47,360	53,729	60,432
July	75,010	84,406	76,612	83,127	90,374
August	71,477	72,389	72,837	84,550	117,769
September	42,747	40,636	44,138	52,425	50,402
October	22,097	27,840	26,384	29,406	28,824
November	17,483	19,400	20,541	21,529	20,890
December	15,957	17,084	18,083	19,520	18,836
Totals	392,127	415,532	415,370	455,669	512,157

See footnotes at end of table.

TABLE 21. Number of Foreign Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1959-63 — Concluded

Month	1959	1960	1961	1962	1963
Rail (Gross entries)					
January	52,460	46,779	35,777	38,840	34,562
February	39,856	43,475	33,747	31,018	28,269
March	39,730	37,265	31,631	29,286	26,425
April	39,940	42,161	37,161	34,035	31,443
May	47,382	46,280	40,677	36,592	32,129
June	64,180	61,050	51,058	56,773	45,415
July	77,256	73,265	62,909	72,670	58,354
August	74,504	69,347	63,941	65,828	57,611
September	49,280	50,524	44,723	46,292	35,859
October	40,886	39,218	37,843	32,365	28,586
November	41,120	31,827	29,514	30,002	23,179
December	55,655	48,958	43,212	43,069	42,714
Totals	622,249	590,149	512,193	516,770	444,546
Rail (Net entries)³					
January	21,262	17,996	14,420	13,220	12,351
February	18,564	19,110	14,264	13,200	11,774
March	18,736	15,847	13,226	11,399	10,884
April	17,684	17,165	14,011	13,167	13,065
May	24,060	21,899	19,207	16,474	16,250
June	38,859	33,899	26,777	30,787	25,095
July	48,717	41,498	38,129	45,655	33,904
August	43,214	36,231	33,712	35,859	33,917
September	25,623	22,979	20,371	20,529	17,389
October	20,335	17,804	17,272	13,925	14,715
November	17,491	13,499	11,825	12,015	11,726
December	22,773	21,600	17,125	18,344	15,670
Totals	317,318	279,527	240,339	244,574	216,740
Boat					
January	2,395	651	851	277	442
February	1,697	1,227	1,476	503	267
March	2,952	1,782	236	824	411
April	1,579	1,680	1,276	1,369	1,270
May	21,709	17,852	19,759	42,624	17,937
June	59,503	60,599	61,040	112,308	76,858
July	130,830	133,043	138,039	194,106	151,973
August	131,092	140,063	149,699	216,968	161,058
September	53,680	63,290	74,481	103,381	70,856
October	10,905	15,015	15,360	21,605	22,810
November	1,737	3,008	2,796	2,053	3,675
December	1,273	1,095	700	480	422
Totals	419,352	439,305	465,713	696,498	507,979

¹ Including traffic in transit to and from Alaska.² Exclusive of local bus traffic between border communities but including in transit traffic.³ After deducting in transit passengers.

TABLE 22. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Province of Re-entry into Canada, 1959 - 63

Province of re-entry	1959	1960	1961	1962	1963
Length of stay — 24 hours or less					
Atlantic Provinces	1,717,825	1,841,852	1,883,640	1,872,867	1,907,400
Quebec	1,080,609	1,031,255	1,098,335	1,054,946	1,074,882
Ontario	2,999,515	3,092,997	3,038,938	3,057,106	3,338,450
Manitoba	143,471	158,501	169,244	163,065	170,771
Saskatchewan	78,496	79,151	79,475	72,246	74,606
Alberta	43,520	53,403	59,184	59,933	62,976
British Columbia	789,200	884,711	932,913	862,118	857,138
Yukon Territory	1,271	437	535	2,374	1,481
Canada	6,853,907	7,142,307	7,262,264	7,144,655	7,487,704¹
Length of stay — Over 24 hours					
Atlantic Provinces	167,829	142,266	124,692	135,078	113,293
Quebec	369,228	378,173	381,967	349,027	380,749
Ontario	510,873	535,481	545,361	432,570	460,495
Manitoba	79,138	79,710	79,052	69,393	78,765
Saskatchewan	32,202	33,191	29,542	23,242	25,188
Alberta	42,005	46,410	39,212	28,705	30,168
British Columbia	250,477	268,234	266,314	229,889	201,107
Yukon Territory	475	607	678	952	1,132
Canada	1,452,227	1,484,072	1,466,818	1,268,856	1,290,897
Commercial vehicles					
Atlantic Provinces	118,302	142,236	129,650	128,626	125,378
Quebec	143,197	160,623	165,244	169,100	164,439
Ontario	255,144	256,356	256,107	249,635	267,769
Manitoba	32,469	34,293	34,078	26,661	22,786
Saskatchewan	8,476	7,927	7,357	7,168	7,230
Alberta	9,435	11,995	9,653	9,804	8,985
British Columbia	41,955	41,659	48,598	38,819	27,028
Yukon Territory	419	190	260	731	602
Canada	609,397	655,279	650,947	630,544	624,217

¹ Includes 10,274 motorcycles, 60,112 bicycles and 162,742 taxis in 1963.

TABLE 23. Number of Canadian Automobiles and Other Vehicles Travelling in the United States, by Month of Re-entry into Canada, 1959 - 63

Month	1959	1960	1961	1962	1963
Length of stay — 24 hours or less					
January	403,501	436,748	437,343	436,864	447,038
February	394,839	418,745	426,884	417,895	429,537
March	501,240	464,460	514,888	523,123	542,784
April	541,723	589,616	587,447	612,681	620,763
May	648,348	653,732	638,347	625,092	669,729
June	637,943	648,691	696,779	693,298	729,217
July	857,868	880,880	873,768	833,514	848,641
August	774,985	783,444	792,309	755,937	808,096
September	608,749	639,676	653,087	657,205	680,618
October	543,864	619,552	617,331	574,909	639,505
November	455,063	513,396	511,640	499,772	535,209
December	485,784	493,367	512,441	514,365	536,567
Totals	6,853,907	7,142,307	7,262,264	7,144,655	7,487,704¹
Length of stay — Over 24 hours					
January	51,856	52,940	57,648	54,909	47,765
February	48,679	47,288	50,217	48,633	43,530
March	84,997	56,104	64,298	62,537	58,249
April	86,072	111,585	114,360	112,026	94,270
May	116,685	115,287	113,685	103,162	91,506
June	108,328	112,445	116,070	104,009	103,217
July	242,715	268,408	255,003	207,629	217,174
August	282,549	262,222	248,657	209,881	236,599
September	160,793	162,850	157,137	136,452	141,464
October	124,637	140,106	135,650	106,976	124,020
November	73,674	84,299	81,661	62,320	72,200
December	71,242	70,538	72,432	60,322	60,903
Totals	1,452,227	1,484,072	1,466,818	1,268,856	1,290,897
Commercial vehicles					
January	55,089	65,213	63,709	71,629	62,931
February	49,554	62,903	59,401	64,389	56,326
March	48,310	56,294	51,504	53,617	48,135
April	45,977	44,531	44,649	44,901	44,913
May	48,937	51,639	48,634	50,170	48,183
June	51,730	54,786	52,677	47,701	50,441
July	52,703	52,054	55,663	49,356	52,310
August	49,054	54,604	57,591	51,811	52,001
September	52,545	53,617	52,963	47,309	50,022
October	53,258	54,062	54,854	52,167	55,120
November	47,151	50,702	51,727	47,154	48,685
December	55,089	54,874	57,575	50,340	55,150
Totals	609,397	655,279	650,947	630,544	624,217

¹ Includes 10,274 motorcycles, 60,112 bicycles and 162,742 taxis in 1963.

TABLE 24. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1959-63

Province of re-entry	1959	1960	1961	1962	1963
Aeroplane					
Atlantic Provinces	13,892	15,692	18,013	16,914	17,208
Quebec	120,259	128,810	130,288	142,136	151,354
Ontario	209,493	224,978	239,855	251,614	254,973
Manitoba	10,331	11,717	11,684	13,005	11,965
Saskatchewan	1,626	853	1,446	1,584	1,073
Alberta	12,180	14,370	9,081	8,701	8,075
British Columbia	53,929	54,722	47,030	50,696	44,653
Yukon Territory	932	386	304	428	1,263
Canada	422,642	451,528	457,701	485,078	490,564
Bus¹					
Atlantic Provinces	10,284	9,487	9,223	8,597	8,869
Quebec	81,697	88,444	82,655	90,395	93,146
Ontario	226,642	228,005	216,076	191,272	197,902
Manitoba	23,244	21,720	20,920	17,407	18,896
Saskatchewan	145	373	330	340	151
Alberta	4,652	3,878	3,971	3,684	3,991
British Columbia	90,029	93,158	97,412	131,821	77,058
Yukon Territory	—	156	213	143	195
Canada	436,693	445,221	430,800	443,659	400,208
Rail					
Atlantic Provinces	9,766	4,110	1,551	1,534	1,313
Quebec	117,452	104,116	91,633	84,481	82,310
Ontario	172,955	154,073	120,274	114,938	98,580
Manitoba	18,216	16,806	15,670	14,656	29,783
Saskatchewan	2,260	2,146	907	—	—
Alberta	—	—	79	—	—
British Columbia	58,546	49,516	34,790	34,258	26,817
Yukon Territory	1,323	1,629	1,684	1,056	1,043
Canada	380,518	332,396	266,588	250,923	239,846
Boat					
Atlantic Provinces	15,031	12,147	8,503	8,276	5,870
Quebec	3,351	5,402	4,488	6,401	10,141
Ontario	81,293	86,914	80,780	75,296	86,105
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	24,710	19,053	16,423	24,660	12,343
Yukon Territory	29	37	38	44	51
Canada	124,414	123,553	110,232	114,677	114,510

¹ Exclusive of local bus traffic between border communities.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1959 - 63

Month	1959	1960	1961	1962	1963
Aeroplane					
January.....	32,882	40,997	38,746	43,887	42,229
February.....	29,644	36,164	29,804	38,080	37,886
March	41,929	42,749	47,106	52,289	49,153
April	42,302	46,990	48,466	53,644	51,180
May	37,389	38,820	36,550	44,068	41,121
June	32,701	34,092	35,826	36,683	36,178
July.....	30,391	33,395	33,995	32,424	34,033
August	36,566	38,397	38,975	39,630	41,566
September.....	36,968	38,371	36,603	38,831	40,645
October.....	37,783	39,165	41,473	39,446	44,546
November	32,785	32,267	35,208	34,415	37,749
December	31,302	30,121	34,949	31,681	34,278
Totals.....	422,642	451,528	457,701	485,078	490,564
Bus¹					
January.....	23,679	24,306	24,305	23,024	21,441
February.....	20,529	20,830	22,891	21,242	22,215
March	31,462	24,173	25,545	29,599	25,700
April	32,551	38,820	37,553	39,699	35,746
May	37,806	41,169	38,887	43,706	35,701
June	50,715	52,351	51,940	54,407	44,984
July.....	55,455	57,540	54,385	58,590	47,900
August	63,717	59,814	55,968	56,110	54,877
September.....	39,174	40,074	40,249	39,820	36,331
October.....	34,698	35,175	31,976	34,392	32,027
November	23,339	27,509	22,575	21,187	22,310
December	23,568	23,460	24,526	21,883	20,976
Totals.....	436,693	445,221	430,800	443,659	400,208

See footnote at end of table.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1959-63 — Concluded

Month	1959	1960	1961	1962	1963
Rail (Gross entries)					
January	34,258	31,180	25,482	23,164	20,627
February	26,242	25,466	18,782	15,633	15,282
March	36,606	26,556	19,900	17,382	16,901
April	31,447	37,403	28,156	27,229	24,324
May	29,555	24,651	18,258	17,802	16,954
June	25,608	21,803	18,462	19,180	16,963
July	36,596	33,185	27,210	26,436	25,830
August	43,233	37,076	30,873	29,671	27,201
September	30,284	25,873	21,279	20,051	19,215
October	31,418	26,043	21,976	19,768	19,867
November	26,142	19,705	15,536	15,679	15,146
December	29,129	23,455	20,674	18,928	21,536
Totals	380,518	332,396	266,588	250,923	239,846
Rail (Net entries)¹					
January	33,920	30,770	25,142	21,877	20,178
February	25,907	25,156	18,413	14,840	14,568
March	36,189	26,255	19,423	16,385	15,845
April	30,920	36,891	27,781	25,749	23,663
May	29,102	24,265	17,891	16,751	16,472
June	25,223	21,488	18,006	17,938	15,019
July	36,065	32,855	26,735	24,725	23,012
August	42,774	36,650	30,199	28,047	23,932
September	29,871	25,434	20,324	18,839	17,284
October	31,009	25,663	21,385	18,717	18,086
November	25,739	19,315	14,786	14,877	13,314
December	28,685	23,107	19,157	17,525	19,395
Totals	375,404	327,849	259,242	236,270	220,768
Boat					
January	2,295	1,370	1,091	774	579
February	3,006	1,479	1,247	1,257	411
March	4,307	941	765	1,261	808
April	2,651	2,089	1,951	3,369	1,182
May	5,719	3,946	4,627	6,160	3,002
June	13,720	12,244	9,783	12,204	12,252
July	33,524	34,914	29,199	23,247	33,439
August	34,107	40,492	36,103	41,915	40,348
September	14,365	17,131	15,549	16,732	13,050
October	6,040	4,211	4,937	5,485	5,757
November	2,888	2,796	2,404	1,468	2,560
December	1,792	1,940	2,576	805	1,122
Totals	124,414	123,553	110,232	114,677	114,510

¹ Exclusive of local bus traffic between border communities.² After deducting in transit passengers.

Definitions of Automobile Classifications

“Commercial Vehicles” are trucks used for commercial purposes.

Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles, bicycles and trailers.

Automobile traffic is classified according to length of stay. The dates of entry and exit on the travellers' vehicle permits make it possible to determine the length of stay for foreign vehicles. Non-resident vehicles which enter and leave Canada on the same day are shown separately. Vehicles spending one or more nights in Canada constitute another classification. For example, vehicles entering at any time during one day and departing some time the following day have spent one night in Canada.

The length of stay abroad for Canadian vehicles is classified in the same manner. Vehicles which depart and return to Canada on the same day are shown separately. The other classification includes vehicles spending one or more nights in the United States.

Foreign Vehicles Inward

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and must be surrendered at the port of exit on departure.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as “Repeats”.

Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay, depending upon whether they leave Canada and return on the same day; spend one or more nights abroad.

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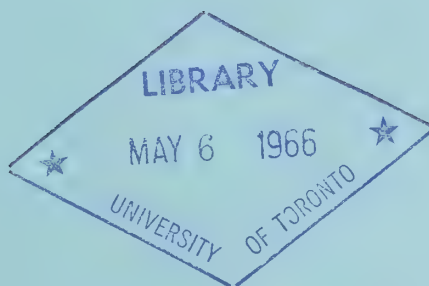
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TRAVEL BETWEEN CANADA
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1964



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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- r revised figures.

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Introductory Review of Travel Between Canada and Other Countries

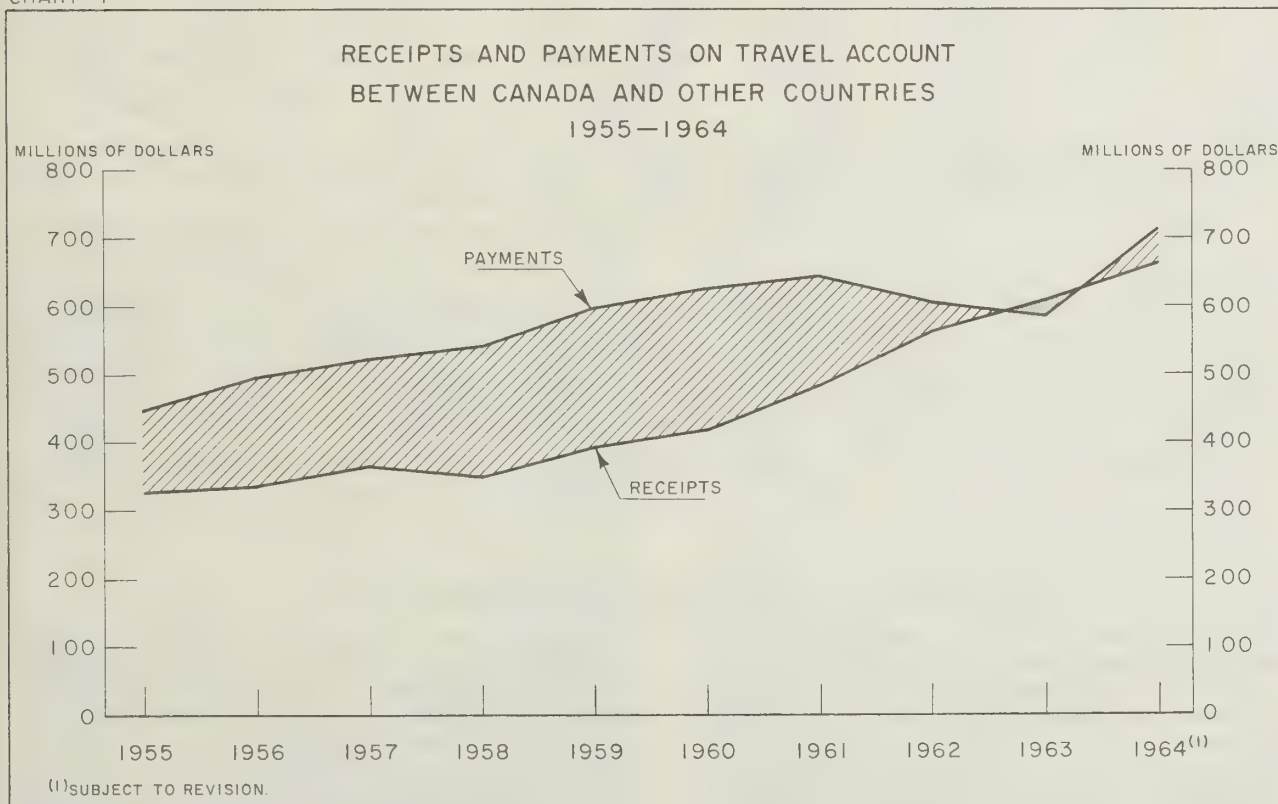
New records were attained during 1964 in both the volume and expenditures on travel between Canada and other countries. Non-immigrant entries from the United States totalled 32.5 million, an increase of nearly 600,000 over the previous record of 31.9 million in 1963. Furthermore, the 1964 figure was supplemented by some 112,800 arrivals entering direct from countries other than the United States. During the same period some 32.2 million crossings were made by Canadians returning from the United States and this volume was increased by some 322,600 re-entries direct from countries other than the United States. The aggregate of the above-mentioned traffic amounts to some 65 million border crossings, an all-time record in Canada's international travel.

Receipts from non-immigrants entering Canada from the United States are estimated at \$590 million in 1964 while visitors arriving direct from countries other than the United States contributed \$72 million, in each case a record which had never been reached before. Payments by Canadians for international

travel also attained levels never reached previously. Expenditures by Canadians returning from the United States (including Hawaii) are estimated at \$481 million while payments for travel direct to countries other than the United States are estimated at \$231 million, again a record in each case.

Although new records in receipts and payments were established in the areas already mentioned, with the all-time high spending of Canadians, the balance of payments in the travel account reverted to a debit again in 1964. The surplus attained in 1963, after continued deficits for the previous twelve years, was of short duration. The surplus in the account with the United States was maintained but to a lesser degree and it was not sufficient to counter the record debit balance of \$159 million in the travel account with other countries. The summary for all countries shows receipts from non-immigrants amounting to \$662 million and payments by Canadians of \$712 million, leaving a debit balance for the year of some \$50 million.

CHART-I



United States Travel in Canada

It is estimated that during 1964 United States residents spent \$590.1 million in Canada, an increase of \$41.2 million or 7.5 per cent over the record high of \$548.9 million in 1963. Receipts were largest during the third quarter, amounting to \$321.3 million, an increase of \$21 million or 7 per cent in comparison with the same period in the previous year. Visitor spending in the first quarter advanced by \$7.2 million or 15.8 per cent to \$52.7 million while estimated receipts in the second quarter reached \$119.5 million, considerably up from the \$110.8 million recorded in the second quarter of 1963. Expenditures by United States residents visiting Canada during the fourth quarter are estimated at \$96.6 million, a gain of \$4.3 million or 4.7 per cent over the same period of 1963.

The total number of United States residents travelling to Canada in 1964 came to 32.5 million, an increase of 0.6 million or 1.9 per cent above the volume recorded in 1963. A quarterly examination of the number of visitors reveals that entries increased

in the first and second quarters but declined during the final half of 1964. Entries in the first quarter advanced by 591,900 or 16.1 per cent to 4,277,600, while the number of arrivals during the second quarter, amounting to 7,770,600, represented an increase of 215,300 or 2.9 per cent over the same period of 1963. The volume recorded in the third quarter (15,158,700) represented a decline of 112,400 or 0.7 per cent, while the number of United States residents entering Canada during the fourth quarter fell to 5,256,200 as compared with 5,353,000 in the same period of 1963.

As the increase in the number of United States residents visiting Canada in 1964 was only about 2 per cent more than the 1963 figure, the relatively higher rate of increase in the receipts attributed to these travellers can be traced to the higher average outlay per person. The average expenditure per person for the year exceeded the 1963 average by between 5 and 6 per cent.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1961-64

Type of transportation	Number of persons				Expenditures			
	1961	1962	1963	1964 ¹	1961	1962	1963	1964 ¹
	thousands				millions of dollars			
Automobile:								
One or more nights in Canada	8,006	8,559	9,014	9,793	242.2	293.0	328.8	362.2
Entering and leaving same day	11,288	11,733	12,379	12,873	24.9	30.0	32.1	35.4
Repeat trips on standing (L) permits	4,694	4,309	3,737	3,705	—	—	—	—
Totals	23,988	24,601	25,130	26,371	267.1	323.0	360.9	397.6
Non-automobile:								
Plane	486	483	487	553	63.4	65.5	68.5	82.9
Bus	415	456	512	552	34.3	41.1	54.4	46.1
Rail	512	517	445	473	29.1	31.4	30.2	30.9
Boat	466	696	508	492	20.4	26.1	10.4	10.3
Other	4,607	4,903	4,783	4,022	21.0	25.3	24.5	22.3
Totals	6,486	7,055	6,735	6,092	168.2	189.4	188.0	192.5
Grand totals	30,474	31,656	31,865	32,463	435.3	512.4	548.9	590.1

¹ Subject to revision.

United States Travel in Canada by Types of Transportation

United States residents entering Canada by automobile always constitute the largest group of visitors by type of transportation and, in addition, account for the majority of the receipts as shown in Statements 2 and 3. During 1964, United States visitors entering Canada by automobile numbered 26,371,000, representing a gain of 1,241,000 or 4.9 per cent over 1963. Receipts from these visitors are estimated at \$397.6 million as compared with \$360.9 million in 1963, an advance of \$36.7 million or 10.2 per cent. A combination of increased volume and higher average expenditure per person was responsible for the considerable increase in receipts

attributed to this category of visitors. Automobile travellers spending one or more nights in Canada advanced by 780,000 or 8.7 per cent to 9,794,000 while their expenditures amounted to \$362.2 million, an increase of \$33.3 million or 10.1 per cent above the 1963 figure. Non-resident automobile visitors entering and leaving Canada on the same day totalled 12,872,000, some 493,000 or 4 per cent more than the corresponding 1963 volume. However, as the average outlay per person is so much smaller for these travellers, the total expenditures are noticeably lower. Estimated receipts attributed to this group of automobile visitors came to \$35.4 million, up

from \$32.0 million in the previous year. A quarterly comparison with 1963 of the total volume of automobile visitors shows increases in all four quarters. The third quarter accounted for the largest share of automobile visitors as entries in this period amounted to 12,909,000, an increase of 536,000 or 4.3 per cent over the same period in 1963. The volume of automobile visitors amounted to 3,046,000 in the first quarter and 6,307,000 in the second, representing increases of 390,000 and 162,000, respectively, over comparable 1963 data. The number of automobile visitors during the last quarter of 1964 amounted to 4,109,000 as compared to 3,956,000 in the same period of the preceding year. Estimated

expenditures of all automobile visitors were highest in the third quarter, amounting to \$226.1 million. This marks an increase of \$22 million or 10.8 per cent over the corresponding 1963 period. Receipts also increased in the other three quarters. In the first quarter payments by United States automobile travellers to Canada amounted to \$29.3 million while \$76.3 million in receipts were recorded during the second quarter. Receipts in these latter two quarters represented increases of \$2.2 million and \$9.0 million, respectively, in comparison with 1963 data. In the fourth quarter, American automobile travellers are estimated to have spent \$65.9 million in Canada, \$3.5 million more than in the same period of 1963.

STATEMENT 2. Number of Non-residents Entering Canada from the United States, compiled Quarterly, 1964

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
thousands					
Automobile:					
One or more nights in Canada	823	2,064	5,571	1,336	9,794
Entering and leaving same day	1,631	3,345	5,905	1,991	12,872
Repeat trips on standing (L) permits	592	898	1,433	782	3,705
Totals	3,046	6,307	12,909	4,109	26,371
Non-automobile:					
Plane	99	145	188	121	553
Bus	62	145	263	82	552
Rail	98	110	166	99	473
Boat	2	96	381	13	492
Other	971	967	1,252	832	4,022
Totals	1,232	1,463	2,250	1,147	6,092
Grand totals	4,278	7,770	15,159	5,256	32,463

The volume of travel to Canada by non-automobile types of transportation declined in 1964. The total number of United States residents travelling to Canada by non-automobile means of transportation amounted to 6,092,000, a drop of 643,000 or 9.5 per cent below the 1963 figure. However, due to the increase of some 13 per cent in the average expenditure per person, receipts from the non-automobile category rose slightly to \$192.5 million from \$188 million in 1963. In a quarterly comparison with 1963 data, the volume of non-automobile travellers visiting Canada showed increases in the first and second quarters while declines were recorded in the second half of the year. Non-automobile entries in the first quarter advanced by 118,000 to 1,232,000 while visitors in the second quarter numbered 1,463,000, a gain of 256,000 in comparison with the same period in the preceding year. United States residents entering Canada by non-automobile means of transportation in the third quarter fell to 2,250,000 from 2,899,000 and during the fourth quarter totalled 1,147,000, some 250,000 less than in the same quarter of 1963. Expenditures by non-automobile entries showed a different quarterly trend than that of volume. Estimated receipts by this group of travellers increased in the first and final quarters but declined in the second and third quarters. Expenditures in the first quarter amounted to \$23.4 million, an increase of \$5 million or 27.2

per cent over the same period of 1963. Receipts from non-automobile visitors totalled \$43.3 million in the second quarter and \$95.2 million in the third quarter, representing declines of \$0.2 million and \$1 million, respectively, in comparison with 1963 data. On the other hand, during the fourth quarter of 1964 persons in the non-automobile group of travellers spent an estimated \$30.6 million, some \$0.7 million more than in the corresponding period of the previous year.

Non-resident entries from the United States by plane for the year 1964 amounted to 553,000, representing an expansion of 66,000 or 13.6 per cent above the volume recorded in 1963. Disbursements by these travellers are estimated at \$82.9 million as compared with \$68.5 million in 1963, a substantial increase of \$14.4 million or 21 per cent. In comparison with 1963 data, both expenditures and volume showed gains throughout each quarter of the year. During the first quarter the number of plane arrivals advanced by 12,000 to 99,000 while expenditures of this group of travellers rose by \$2.9 million to \$12.2 million. Entries by plane in the second quarter totalled 145,000, some 17,000 more than in the same period of 1963 and it is estimated that their expenditures amounted to \$19.8 million, an increase of \$3 million. Volume as well as expenditures reached a peak during the third quarter when

**STATEMENT 3. Expenditures of Non-residents Entering Canada from the United States,
compiled Quarterly, 1964¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
One or more nights in Canada	25.1	67.3	210.8	59.0	362.2
Entering and leaving same day	4.2	9.0	15.3	6.9	35.4
Totals	29.3	76.3	226.1	65.9	397.6
Non-automobile:					
Plane	12.2	19.8	36.7	14.2	82.9
Bus	3.3	10.7	25.5	6.6	46.1
Rail	4.1	6.2	15.8	4.8	30.9
Boat	0.2	1.4	8.5	0.2	10.3
Other ²	3.6	5.2	8.7	4.8	22.3
Totals	23.4	43.3	95.2	30.6	192.5
Grand totals	52.7	119.6	321.3	96.5	590.1

¹ Subject to revision.

² Includes \$6 million paid to Canadian carriers by U.S. residents in transit.

entries totalled 188,000 and receipts \$36.7 million. In comparison with 1963 data, the former represented an advance of 23,000 persons and the latter a gain of \$7 million. Non-resident entries by plane during the fourth quarter amounted to 121,000, up from the 107,000 recorded in the same quarter of 1963. Expenditures in this period reached \$14.2 million, a gain of \$1.5 million in comparison with 1963 data.

Travellers from the United States entering Canada by bus in 1964 totalled 552,000 as compared with 512,000 in 1963, an advance of 40,000 or 7.8 per cent. On the other hand, estimated expenditures by bus travellers dropped to \$46.1 million from \$54.4 million in 1963, a decline of \$8.3 million or 15.3 per cent. Receipts from these travellers showed gains in the first and final quarters but decreases during the remainder of the year. In the first quarter, expenditures advanced by \$0.8 million to \$3.3 million and in the fourth quarter by \$0.6 million to \$6.6 million. Receipts are estimated at \$25.5 million in the third quarter and \$10.7 million in the second quarter of 1964. A quarterly examination of the volume reveals that the first and final quarters showed the largest gains with bus arrivals increasing by 13,000 in each of these quarters. Entries by bus showed a 10,000 or 7.4 per cent increase in the second quarter while the third quarter recorded a gain of 4,000 or between 1 and 2 per cent in comparison with 1963 data.

The number of United States residents travelling to Canada via rail in 1964 (including in transit passengers across Southern Ontario) advanced by 28,000 or 6.3 per cent to 473,000. However, an estimate of the expenditures from this group (\$30.9 million) represents an increase of \$0.7 million or only 2.3 per cent over the 1963 figure. In comparison with 1963, each quarter showed an increase in the number of persons entering Canada by rail. The largest gain in numbers occurred during the third

quarter when entries rose by 14,000 or 9.2 per cent to 166,000. Rail entries in the first quarter increased by 9,000 or 10.1 per cent while the fourth quarter recorded an increase of 4,000 or 4.2 per cent over corresponding 1963 data. Non-residents entering Canada by rail in the second quarter totalled 110,000, a small increase of 1,000 or less than 1 per cent in comparison with the same period in 1963. A quarterly analysis of the receipts (Statement 3) shows that the first quarter experienced the largest gain in comparison with 1963, amounting to \$0.9 million or 28.1 per cent. Expenditures in the third quarter also showed an increase, advancing by \$0.1 million or 0.6 per cent. However, receipts from rail travellers declined in the other two quarters. In the second quarter, expenditures fell by \$0.2 million or 3.1 per cent and in the fourth quarter by \$0.1 million or 2 per cent.

The number of boat travellers entering Canada from the United States in 1964 declined by 16,000 or 3.1 per cent to 492,000. A quarterly breakdown shows that the number of entries by boat in the first quarter increased by 1,000 while boat arrivals during the second quarter, at 96,000, represented no change from the volume recorded in the same period of the previous year. On the other hand, the number of boat entries in the third and fourth quarters represented declines, amounting to 3,000 and 14,000, respectively. The total estimated expenditures by boat travellers to Canada in 1964 fell by \$0.1 million or about 1 per cent to \$10.3 million. However, in a quarterly comparison, receipts from these travellers experienced a slight increase of \$0.1 million in the first quarter while the third quarter experienced an expansion of \$0.5 million or 6.3 per cent. These increases were offset with expenditures in the second quarter being down \$0.2 million and in the fourth quarter \$0.5 million in comparison with 1963 data. Included in the boat traffic are the privately owned foreign pleasure craft which enter Canadian waters.

**STATEMENT 4. Pleasure Craft Entering Canada on Cruising Permits,¹
compiled Quarterly by Length of Stay, 1964**

Period of entry	Atlantic Provinces	Quebec	Ontario	British Columbia	Canada
First quarter:					
Entering and leaving same day	5	—	4	18	27
One or more nights in Canada	—	—	1	33	34
Totals	5	—	5	51	61
Second quarter:					
Entering and leaving same day	16	2,516	12,109	15	14,656
One or more nights in Canada	12	55	5,545	878	6,490
Totals	28	2,571	17,654	893	21,146
Third quarter:					
Entering and leaving same day	16	4,182	27,089	108	31,395
One or more nights in Canada	35	518	17,749	5,907	24,209
Totals	51	4,700	44,838	6,015	55,604
Fourth quarter:					
Entering and leaving same day	8	518	1,295	8	1,829
One or more nights in Canada	1	6	542	60	609
Totals	9	524	1,837	68	2,438
Year:					
Entering and leaving same day	45	7,216	40,497	149	47,907
One or more nights in Canada	48	579	23,837	6,878	31,342
Grand totals	93	7,795	64,334	7,027	79,249

¹ A cruising permit is issued to each foreign pleasure craft entering Canada on own power.

In 1964, data were compiled on the number of pleasure craft entering Canada from the United States on their own power. Statement 4 compiled quarterly shows the number of pleasure craft entering Canada on cruising permits by province of entry and length of stay in Canada. As data on this travel movement were available for the last half of 1963 only, comparison on this type of traffic is limited. However, analysis of the information in Statement 4 shows that the majority of pleasure craft traffic enters Canada during the second and third quarters. Total entries of pleasure craft in the second quarter amounted to 21,146 or about 27 per cent of the total for the year, while those entering Canada during the third quarter totalled 55,604 representing 70 per cent of the total entries. In addition, third quarter entries exceeded the volume recorded in the same quarter of 1963 by 4,025 or 7.8 per cent. In the first quarter there were a total of 61 foreign pleasure craft entering Canada while the volume recorded in the fourth quarter amounted to 2,438, a substantial decline of 1,562 entries in comparison with the figure for 1963. Of the total number of pleasure craft which entered Canada in 1964, some 47,907 or between 60 and 61 per cent entered and left Canada on the same day while 31,342 or between 39 and 40 per cent were classified as long-term. A further examination of the total number of entries reveals that 64,334 or about 81 per cent entered via ports in Ontario and 7,795 or nearly 10 per cent via ports in Quebec. British Columbia accounted for 7,027 or about 9 per cent of the total entries. Furthermore, it should be noted that 63 per cent of the entries via Ontario and 93 per

cent of the traffic via Quebec entered and left Canada on the same day, whereas only 2 per cent of the foreign pleasure craft entering British Columbia were classified as short-term.

Non-residents travelling to Canada by "other" forms of transportation in 1964 totalled 4,022,000. This marks a decline of 761,000 or 15.9 per cent from the volume recorded in 1963. Estimated receipts from these travellers also experienced a decline, falling from \$24.5 million in 1963 to \$22.3 million in 1964, a decrease of \$2.2 million or 9 per cent. A quarterly examination of the volume and receipts shows that both advanced in the first half of the year but declined in the final half. The volume of "other" travellers during the first and second quarters experienced advances amounting to 168,000 or 20.9 per cent and 25,000 or 2.7 per cent, respectively. On the other hand, entries of "other" travellers dropped by 687,000 or 35.4 per cent in the third quarter, while the volume in the final quarter represented a decline of 267,000 or 24.3 per cent in comparison with 1963. Expenditures followed the same quarterly pattern as volume. Estimated receipts from "other" travellers advanced by \$0.3 million or 9.1 per cent in the first quarter, while second quarter receipts represented a gain of \$0.4 million or 8.3 per cent over the same period of 1963. However, in the third and fourth quarters, expenditures were less than in the previous year, with declines amounting to \$2.1 million and \$0.8 million, respectively.

Analysis of United States Motor Traffic to Canada by State of Origin

In 1964, passenger car registrations (excluding publicly-owned vehicles) in the United States totalled 71,635,686, an increase of 2,952,681 or 4.3 per cent more than in the preceding year. In Map 1, the number of non-resident vehicles travelling in Canada for one or more nights is given as a percentage of the number of automobiles registered in the state of origin. The total number of entries as a proportion of the registrations in the United States came to 4.9 per cent in 1964 compared with 4.7 per cent in 1963. As in previous years, American states close

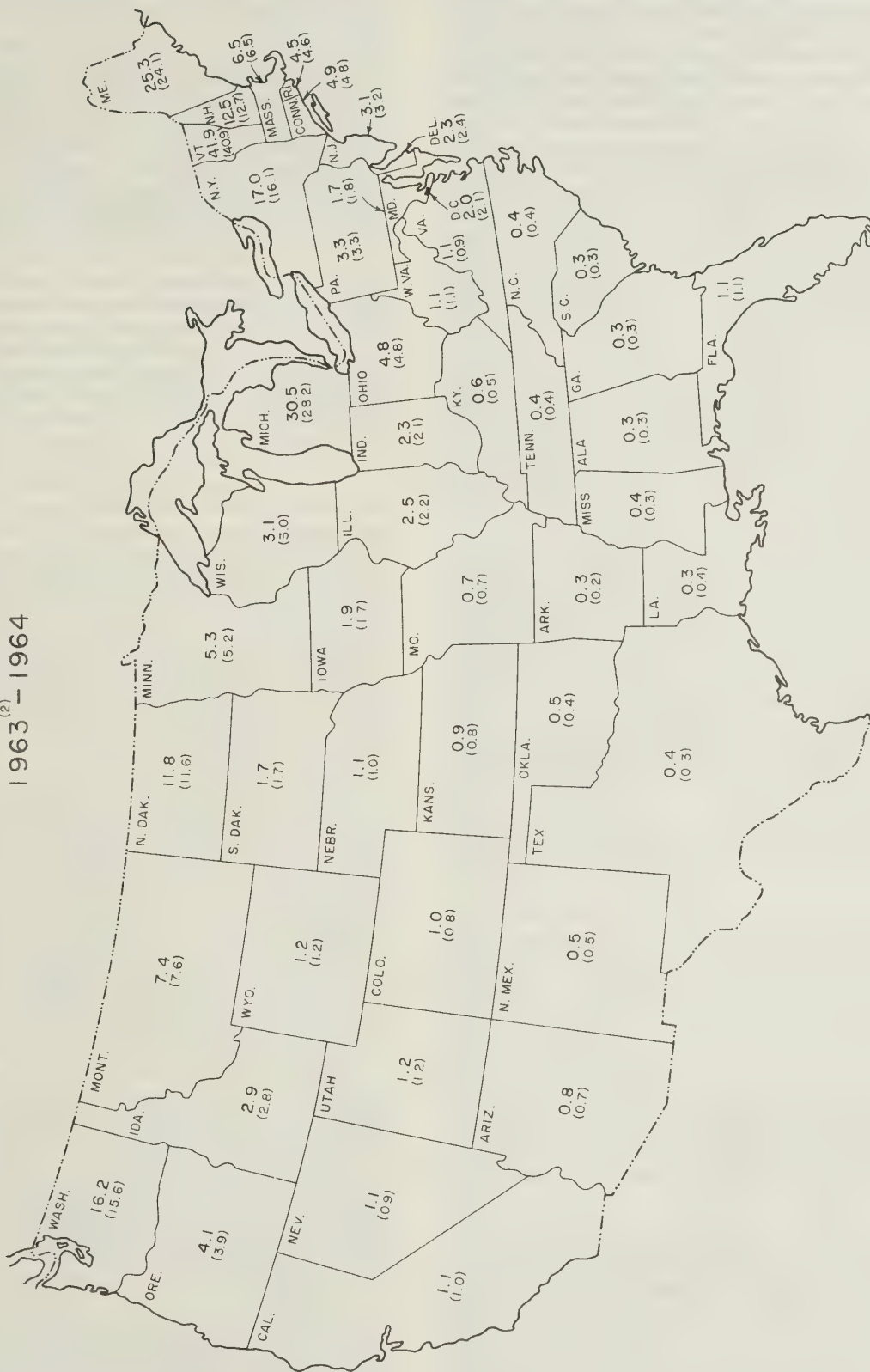
to the border show a higher ratio of entries to registrations than do states farther south. The state with the highest ratio was Vermont with 41.9 per cent, 1 per cent greater than the ratio in the previous year. The next highest ratios were recorded by entries from Michigan and Maine, amounting to 30.5 per cent and 25.3 per cent, respectively, both increases in comparison with 1963 data. The ratio of entries to registrations advanced from 16.1 per cent to 17 per cent for New York, from 15.6 per cent to 16.2 per cent for Washington, from 11.6 per cent to 11.8 per cent for North Dakota, and from 5.2 per cent to 5.3 per cent for Minnesota. The ratio of entries to registrations declined from 12.7 per cent to 12.5 per cent in the case of New Hampshire, while the remaining states maintained about the same ratio of entries to registrations in 1964 as in 1963.

The volume of United States automobile traffic entering Canada in 1964 is shown according to state of origin, grouped by regions in Table 10. It should be noted that the data shown in this table have been revised. As specified in footnote 1 covering the table, data refer to automobiles spending one or more nights in Canada and exclude vehicles entering and departing on the same day, extensions and all trips on standing (L) permits. During 1964, 3,528,909 non-resident automobiles entered Canada and remained one or more nights. Compilations show that 1,446,995 or 41 per cent of these automobiles originated in the North-Eastern region of the United States. Included in this area are the state of New York, which accounted for 866,233 of the entries, and Pennsylvania from which 139,682 entries originated. The area from which the next largest proportion originated was the Great Lakes region, accounting for 1,383,615 or 39.2 per cent of the total entries. Prominent in this grouping was Michigan from which 999,175 cars originated, while Ohio was next in order, accounting for 201,445. The number of non-resident automobiles from the West Coast region of the United States, comprising Washington, California and Oregon, amounted to 331,073. Cars from this region represented 9.4 per cent of the total automo-

bile entries compared with 9.3 per cent in 1963. Entries from the state of Washington, amounting to 204,092, constituted the majority of the non-resident automobiles entering Canada from this area. Cars from California amounted to 91,239 while Oregon accounted for 35,742 entries. Non-resident automobiles originating in the North-Western area of the United States totalled 128,867, representing 3.6 per cent of the total. The majority of entries from this region originated in the state of Minnesota (77,474). Automobile entries that originated in the remaining states and foreign countries not already specified numbered 238,359, which amounts to 6.8 per cent of the total non-resident automobile traffic, a slight advance over the percentage recorded in 1963.

A more detailed analysis of non-resident automobiles remaining one or more nights in Canada during 1964 is presented by province of entry and state of origin in Table 8. Non-resident automobiles from the state of Michigan once again constituted the largest single group, accounting for 28.1 per cent of the total compared with 27.3 per cent in 1963. In addition, about 99 per cent of the vehicles from Michigan were recorded as having entered via ports in Ontario, representing between 38 and 39 per cent of the total long-term entries through that province. New York State with 24.3 per cent accounted for the second largest proportion of entries. Almost 87 per cent of these cars were recorded at Ontario ports, amounting to 29.3 per cent of the foreign automobiles entering that province in 1964. Some 11.2 per cent of the cars from New York State entered Canada through ports in Quebec, while 1.3 per cent entered via New Brunswick. Moreover, non-resident vehicles from this state were responsible for 27.5 per cent and 7.5 per cent, respectively, of the entries through these two provinces. The state of registration for the third largest number of vehicles was Washington, with 5.7 per cent. An analysis of cars originating in this state shows that between 96 and 97 per cent entered Canada via ports in British Columbia and they accounted for 59.5 per cent of the long-term entries into that province. While the state of Ohio provided the same proportion (5.7 per cent) of entries as Washington, the number of cars recorded was slightly less. A large proportion (94.7 per cent) of these entered Canada through Ontario. Pennsylvania was the state of origin for 3.9 per cent of the non-resident automobile entries in 1964 while Massachusetts provided 3.3 per cent of the total. However, most of the former entered Canada via Ontario (85.9 per cent) while of the latter, 40.3 per cent entered through Quebec ports, 29.7 per cent via Ontario ports and 26.5 per cent through points in New Brunswick.

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS 1963⁽²⁾ - 1964



HAWAII 0.3 (0.2)

TOTAL STATES 4.9 (4.7)

ALASKA 25.3 (23.8)

(1) ONE OR MORE NIGHTS IN CANADA
(2) 1963 FIGURE IN BRACKET.

Table 9 presents similar data on foreign automobiles remaining two or more nights in Canada during 1964. Results show that 19.2 per cent of these automobiles came from the state of New York, 18.9 per cent originated in Michigan, Ohio accounted for 7.3 per cent, Washington provided 7 per cent and 5.2 per cent were from Pennsylvania. In comparison with 1963, the greatest change occurred in the proportions from Michigan and Pennsylvania. The percentage originating in the former advanced from 18.2 per cent to 18.9 per cent while the latter dropped to 5.2 per cent from 5.5 per cent. An analysis according to province of entry indicates that 61.6 per cent of the automobiles staying two or more nights entered via Ontario, 13 per cent entered via British Columbia, 12.8 per cent via Quebec, 5.6 per cent via New Brunswick, 2.2 per cent via Manitoba, and 2.1 per cent via Alberta. In comparison with corresponding 1963 data very little change occurred in the proportions entering the various provinces. Of the cars entering Ontario in 1964 and remaining two nights or more, 29.8 per cent were from Michigan, 24.4 per cent from New York State, 11.1 per cent from Ohio and 7 per cent from Pennsylvania. With respect to entries through the province of Quebec, 25.9 per cent originated in the state of New York, 16.5 per cent came from Massachusetts, 8.2 per cent were from Connecticut and 7.6 per cent from New Jersey. Non-resident vehicles from Massachusetts accounted for 28.1 per cent of the entries via New Brunswick while 22.3 per cent originated in Maine. Some 9.9 per cent of the entries via this province came from New York and 8.5 per cent were from Connecticut. These figures represent little change from corresponding 1963 data except for Maine which showed a decrease of 1.4 percentage points. Approximately 52 per cent of the non-resident automobiles entering via ports in British Columbia originated in the state of Washington, 19.7 per cent were from California and 11.1 per cent came from Oregon.

In summary, the majority of non-resident automobiles remaining one or more nights in Canada during 1964 originated in the states forming the International Boundary with Canada. In 1964, entries from these states constituted 77.7 per cent of all the automobile traffic which remained one or more nights in Canada before returning to the United States. Moreover, when the states of California and Oregon and the New England States of Massachusetts, Rhode Island, Connecticut and New Jersey are included with the boundary states, this proportion rises to almost 89 per cent.

Compilations of data on the average length of stay per vehicle remaining one or more nights in Canada show that cars from the North-Eastern region of the United States stayed an average of 4.2 days, as compared with 4.3 days in 1963. This average varied by states within the region as automobiles from Massachusetts remained an average of 6.1 days compared with 3.4 days for those from Vermont. Average lengths of stay for cars from the other states in this region were: Connecticut; New Jersey;

Pennsylvania and Rhode Island with 5.3 days each; Maine 5.2 days; New Hampshire 4.7 days; and New York 3.5 days.

Non-resident vehicles originating in the Great Lakes region remained in Canada an average of 3.8 days, a slight drop from the 3.9 days recorded in 1963. This average ranged from 3.2 days for cars from Michigan to 5.6 days for automobiles originating in Ohio. Automobiles from Illinois stayed an average of 5.5 days in Canada, those from Indiana 5.3 days and automobiles from Wisconsin 5.1 days.

Entries from states forming the North-Western region of the United States were recorded as having spent, on the average, 5.1 days in Canada. This represents a drop of 0.3 days from the corresponding average in the previous year. Cars from Montana averaged visits lasting 5.4 days, cars from Minnesota stayed 5.1 days while non-resident vehicles from North Dakota remained in Canada 4.8 days.

Foreign automobiles originating in the West-Coast region averaged the longest visits of the geographical areas, remaining in Canada 5.4 days, a slight drop of 0.1 days from the previous year. An examination of the three states comprising this area shows that entries from California averaged the longest stay with 7.8 days in Canada, while cars from Washington recorded the shortest stay—4.3 days. The average length of stay per vehicle originating in Oregon amounted to 6 days. Non-resident entries into Canada from the remaining states not included in the geographic regions stayed an average of 6.7 days in Canada.

Table 11 presents data on the state of origin of non-resident travellers entering Canada from the United States by plane, bus, and rail (excluding in transit traffic). Data for this table are estimated on the basis of a survey conducted by the United States Department of Commerce and made available to the Dominion Bureau of Statistics. For presentation purposes, states with an estimate of fewer than 10,000 travellers visiting Canada are not shown separately but grouped under the "other" category of their respective regions.

The majority of non-automobile travellers (excluding boat) entering Canada from the United States in 1964 originated in the North-Eastern region of that country. Visitors from this region amounted to 472,000 which is 37.1 per cent of the total entries. As the aggregate of non-automobile visitors represented an increase of 27,000 over the 1963 figure, as a percentage, entries originating in this region showed a drop of 1.3 points. Entries from the state of New York were estimated at 239,000, up 22,000 or 10.1 per cent over 1963. Entries from Massachusetts accounted for the second largest volume within this region, amounting to 71,000 or an increase of 16,000 over the 1963 figure. The only states to record decreases were Pennsylvania and Connecticut which accounted for 13,000 and 2,000 fewer visitors, respectively.

Non-resident travellers entering Canada by plane, bus, and rail who originated in the Great Lakes region came to 278,000 in 1964. This represents an increase of 16,000 or 6.1 per cent above the comparable volume in 1963. In addition, these visitors accounted for 21.9 per cent of the total entries as compared with 22.6 per cent in the previous year. Visitors from Michigan amounted to 85,000, a substantial advance of 24,000 or 39.3 per cent over the previous year, while some 79,000 visitors originated in Illinois and 76,000 in Ohio. The latter two figures represent decreases of 12,000 and 1,000 persons, respectively, from 1963 data.

The majority of plane, bus, and rail travellers entering Canada from the West-Coast region were from California, which accounted for 118,000 of the total estimated 256,000 persons originating in this area. The total entries from this region exceeded the corresponding 1963 volume by some 61,000 or 31.3 per cent. In addition, the proportion of the total

originating in this region rose from 16.8 per cent in 1963 to 20.1 per cent in 1964. In comparison with 1963, all three states comprising this region showed increases, with entries from California advancing by 24,000, from Oregon by 7,000 and from Washington by 30,000.

Non-automobile visitors arriving in Canada from North-Western States amounted to 60,000 in 1964, a substantial decline of 23,000 from the comparable 1963 volume. Plane, bus, and rail travellers from the United States who originated in remaining states not yet specified are estimated at 206,000 persons in 1964, a gain of some 31,000 entries in comparison with the preceding year. Entries from these remaining states represented 16.2 per cent of the total as compared with 15.1 per cent in 1963. The most prominent state within this category was Texas, from which 30,000 entries originated, while Colorado and Missouri each contributed 14,000.

Analysis of United States Motor Traffic by Ports of Entry and Exit

Information as to preferred travel routes within Canada can be obtained from an analysis of the ports of entry and exit as stamped on surrendered travellers' vehicle permits. Data are compiled and presented in Table 3 and Statement 5 but must be considered as minimal because there is no way of determining if cars which enter and leave Canada via the same port have, in the interval, visited one or more of the other provinces. Statement 5 shows the province of entry with the percentage distribution by province of exit for non-resident vehicles remaining two or more nights in Canada. Table 3 shows the number of non-resident automobiles remaining one or more nights by ports of entry and exit.

During 1964, 53,306 non-resident automobiles entered Canada via ports in the Atlantic Provinces and stayed one night while 105,933 remained two or more nights, making a total of 159,239 vehicle entries. This represents an increase of 10,130 or about 7 per cent over the 1963 figure. Compilations on port of exit show that 146,687 of these vehicles returned to the United States through ports in the Atlantic Provinces, 6,243 via ports in Quebec and 6,046 by way of Ontario ports. On the other hand, traffic entering by ports in either Ontario or Quebec and leaving through the Atlantic Provinces is generally greater. In 1964, some 8,600 non-resident automobiles entered Quebec and exited via ports in the Atlantic Provinces after having remained in Canada one or more nights. Similarly, 8,674 of the non-resident vehicles entering Canada via ports in Ontario left through the Atlantic Provinces.

The largest exchange of inter-provincial non-resident traffic occurs between Quebec and Ontario. During 1964, non-resident automobiles staying one or more nights in Canada which entered via ports in Quebec and left via Ontario ports numbered 37,972, while entries through Ontario ports which left via Quebec totalled 52,317. Furthermore, some 32,563 or 86 per cent of the Quebec to Ontario traffic and

45,687 or 87 per cent of the Ontario to Quebec traffic remained in Canada two or more nights. The total number of non-resident automobiles which entered Quebec ports for visits of one or more nights in 1964 amounted to 345,371, a gain of 15,910 entries or close to 5 per cent over the previous year. Of the total, 127,201 remained in Canada one night while some 218,170 stayed two or more nights. In addition, 297,846 or 86 per cent of the total entries returned to the United States via ports in Quebec.

A detailed analysis of non-resident automobile travel within the province of Ontario is provided in Section 1 of Table 3. In 1964, the number of non-resident vehicles entering Ontario and staying one or more nights in Canada amounted to 2,553,985. Some 1,486,805 entries remained in Canada one night while 1,067,180 stayed two or more nights. Of the total entries, some 2,477,754 or 97 per cent returned to the United States via ports in Ontario. Most of the remainder left through ports in the province of Quebec.

As in previous years, the most frequently travelled route within Ontario was between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River on the west. In 1964, some 130,255 cars entered St. Clair and Detroit River ports and left via Fort Erie and Niagara Falls. The majority of this traffic movement (73.5 per cent) had remained in Canada one night only. In the opposite direction, there were 112,281 non-resident vehicles recorded as having left Canada via St. Clair and Detroit River ports after entering through Fort Erie and Niagara Falls. Again, the greater proportion of these (78 per cent) were classified as two-day traffic. In comparison with 1963, traffic entering at St. Clair and Detroit River ports and exiting via Fort Erie and Niagara Falls experienced an advance of 8,970 entries or between 7 and 8 per cent while the increase in traffic headed in the other direction amounted to 14,584 automobiles.

Non-resident motor traffic between the St. Lawrence River ports and Fort Erie-Niagara Falls represented the second most popular route within Ontario, amounting to 46,847 vehicles in both directions, a decline of 2,301 from the volume recorded in 1963. Non-resident automobiles travelling from Fort Erie-Niagara Falls to the St. Lawrence River ports in 1964 numbered 30,014, of which 22,171 remained two or more nights in Canada. Traffic in the opposite direction amounted to 16,833 vehicles, some 12,956 of which had remained in Canada two or more nights before returning to the United States.

The third most travelled route within Ontario is between Sault Ste. Marie and ports in Western Ontario. Foreign automobiles entering Sault Ste. Marie and returning to the United States via Western Ontario ports during 1964 numbered 17,946, some 1,213 vehicles less than in 1963. In the opposite direction, there were 19,661 automobiles which entered at Western Ontario ports and left Canada via Sault Ste. Marie, a decline of 871 cars from the comparable 1963 volume. Moreover, 12,338 of the cars entering Canada at Sault Ste. Marie and returning to the

United States via Western Ontario ports and 13,925 of those travelling in the reverse direction remained in Canada for two or more nights.

The exchange of non-resident vehicles between Ontario and Manitoba occurs for the most part through the Western Ontario ports of Fort Frances, Pigeon River and Rainy River. During 1964, foreign automobiles entering Canada by ports in Ontario and departing from ports in Manitoba amounted to 6,320, with 5,136 staying two nights or more in Canada. Traffic in the opposite direction came to 6,200 vehicles, with 5,237 staying two or more nights in Canada. Of the total number of foreign cars entering Ontario and leaving Canada via Manitoba ports, 5,047 entered via Western Ontario ports. Similarly, some 5,167 or 83 per cent of the vehicles entering Manitoba and departing via Ontario ports left Canada via ports in Western Ontario. The total number of non-resident automobiles entering Manitoba during 1964 amounted to 53,911, of which 38,487 remained two or more nights in Canada before returning to the United States. In addition, 40,691 or between 75 and 76 per cent of the total entries returned to the United States via ports in Manitoba.

STATEMENT 5. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1964

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	89.49	5.21	5.05			0.25		
Quebec	3.67	80.96	14.93			0.44		
Ontario	0.75	4.28	93.66	0.48	0.07	0.21	0.47	0.08
Manitoba	0.45		13.61	68.93	3.24	3.74	7.83	2.20
Saskatchewan	0.37		4.13	5.88	58.37	7.56	13.63	10.06
Alberta	0.48		6.58	4.27	4.75	30.97	38.62	14.33
British Columbia	0.39		1.83	1.11	1.05	5.59	86.50	3.53
Yukon Territory	0.50		5.12	4.65	10.44	26.75	40.62	11.92

¹ Exclusive of standing (L) permits and extensions.

During 1964, 28,955 non-resident automobiles entered Saskatchewan and remained in Canada one or more nights. This is an increase of 1,512 entries or 5.5 per cent in comparison with the volume recorded in the previous year. Some 19,293 of the one night and over traffic that entered Saskatchewan during 1964 left Canada by way of ports in Saskatchewan. Travel between Manitoba and Saskatchewan amounted to 2,925 vehicles, with 1,469 entering through ports in Saskatchewan and leaving via Manitoba and 1,456 travelling in the opposite direction. Some 87 per cent of the total traffic movement between these two provinces had remained two or more nights in Canada. A further analysis of the non-resident automobiles that entered Saskatchewan in 1964 shows that 3,108 returned to the United States via ports in British Columbia, 2,235 left Canada via ports in the Yukon Territory and 1,818 departed by way of Alberta ports. Most of this traffic remained two or more nights in Canada.

Foreign automobiles entering Canada by way of Alberta ports in 1964 numbered 42,905, a decline from 45,410 vehicles recorded in 1963. Of the total entries into Alberta that stayed one or more nights in Canada during 1964, 16,337 returned to the United States via Alberta ports, 15,357 via British Columbia ports and 5,154 through ports in the Yukon Territory. The majority of this traffic had spent two nights or more in Canada, i.e., 11,140 of the cars leaving via Alberta, 13,893 of those leaving by way of ports in British Columbia, and all of the departures via the Yukon Territory.

The number of non-resident automobiles which entered Canada by way of British Columbia ports in 1964 came to 325,500, of which 222,011 remained two or more nights in Canada. The total number of entries represents an increase of 29,563 vehicles or about 10 per cent over the 1963 volume. In addition, 294,437 or between 90 and 91 per cent of the

automobiles which entered British Columbia and remained one or more nights, returned to the United States via ports in the same province. An analysis of non-resident motor traffic entering British Columbia shows that some 13,356 automobiles left Canada through ports in Alberta, 7,833 by way of the Yukon Territory, and 2,457 departed via Saskatchewan ports. Again, the majority of these cars had spent two or more nights in Canada.

An analysis of non-resident motor traffic entering Canada through ports in the Yukon Territory during 1964 shows a total of 19,043 entries which remained one or more nights in Canada. Some 6,103 or 32 per cent of the total number of vehicles enter-

ing the Yukon Territory left Canada through ports in the Yukon Territory, 5,968 via British Columbia, 3,930 by way of Alberta ports and 1,534 left Canada via ports in Saskatchewan. All of the traffic which entered the Yukon Territory and left by way of the three provinces had remained in Canada for two or more nights before returning to the United States. This can be attributed to the distance involved in travelling between the Yukon Territory and the International Boundary. On the other hand, 4,351 or about 71 per cent of the traffic entering and leaving by way of the Yukon Territory stayed only one night in Canada. Much of this traffic presumably originated in Alaska.

Analysis of United States Commuter Traffic to Canada

Residents of the United States who live close to the Canadian border and make many trips to Canada may apply for a standing (L) traveller's vehicle permit. This permit is usually issued for a period of several months and, to facilitate border crossings, the operator of the vehicle covered by the standing (L) traveller's vehicle permit simply shows the document to port officers on each trip to Canada. During the past three years, surveys have been made on this travel movement in order to obtain more information on United States travellers making frequent trips to Canada.

In 1964, a total of 26,013 standing (L) travellers' vehicle permits were issued as compared with 28,200 in 1963, a decline of around 8 per cent. However, as the average number of trips per permit rose from 72 in 1963 to about 77 in 1964, it is estimated that the number of repeat trips to Canada was approximately the same in both years—roughly 2 million vehicle crossings.

Survey results showed the average persons per car per trip was the same as in 1963—1.8 persons. On this basis, the number of persons involved in the repeat crossings under standing (L) permits is estimated at 3.6 million in 1964 compared to 3.7 million in 1963. As in previous years, the majority of standing (L) permits were issued to United States residents by ports in New Brunswick and Ontario. About 86 per cent of the standing (L) permits issued in 1964 were for travel to these two provinces.

Data on the purpose of trip of commuters travelling to Canada were also compiled in 1964 and, as a percentage, the results were somewhat different than in 1963. Again the most popular reason for travelling to Canada was commuting to a cottage or other residence. Some 36.9 per cent of the persons covered by the survey specified this reason, compared with 28.4 per cent in 1963. Recreation was the reason indicated by 22.5 per cent of the commuters travelling to Canada, up from 21.4 per cent in 1963, while 21 per cent specified visits to friends or relatives, a decline from 24.1 per cent in the previous

year. Shopping was indicated by 11.1 per cent of the standing (L) permit respondents while employment as a reason for travelling to Canada was specified by 3.4 per cent of the commuters entering Canada during 1964. The corresponding 1963 proportions amounted to 14.9 per cent and 3.8 per cent, respectively. A further examination of purpose of trip data revealed considerable variations between commuters entering New Brunswick and those travelling to Ontario. In 1964, some 40.8 per cent of the total number of commuter travellers entering New Brunswick came to visit friends or relatives, recreation was specified by 30.7 per cent, while shopping was the reason indicated by 20.3 per cent. On the other hand, of the total number of commuters entering Ontario, 61.8 per cent specified they were travelling to a cottage or other residence. Another 17.2 per cent of the persons in the survey who travelled to Ontario specified recreation while 8.7 per cent visited friends or relatives.

Data were also collected on the length of time spent in Canada on trips made by commuters from the United States. The length of time referred to is the average length of stay in Canada on each trip made by a commuter holding a standing (L) traveller's vehicle permit. In 1964, it is estimated that 18.9 per cent of the trips made by holders of standing (L) permits lasted less than 3 hours, compared with 23.9 per cent in 1963. Some 31.2 per cent of the crossings made by commuters averaged between 4 and 11 hours while trips averaging 12 to 24 hours accounted for 40 per cent of the repeat crossings into Canada. Trips of more than 24 hours were made by 9.9 per cent of the standing (L) entries in 1964. On a provincial basis, survey data showed that some 60.7 per cent of the trips made by commuters to New Brunswick averaged less than 3 hours. Another 32.9 per cent lasted from 4 to 11 hours while trips over 12 hours accounted for 6.4 per cent of the total. On the other hand, trips made by commuters to Ontario were, on the average, for a longer length of stay. Some 54 per cent of the crossings to Ontario by standing (L) permit holders lasted between 12 and 24 hours whereas only 2.5 per cent of the trips averaged less than 3 hours.

Receipts from United States Travellers by Province of Entry

The percentage distribution of receipts from residents of the United States travelling in Canada is presented in Statement 6 according to province of entry for the years 1960-64. Data appearing in this statement represent the percentage distribution of receipts within the province based on the province

of entry. There could be variations in the distribution shown when considering the inter-provincial movement of non-residents travelling in Canada. For example, United States residents travelling by rail in Alberta must enter Canada via another province.

STATEMENT 6. Percentage Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1960 - 64

Province of entry	Percentage of total				
	1960	1961	1962	1963	1964 ¹
Atlantic Provinces ²	8.0	7.9	8.0	8.5	7.6
Quebec	16.9	17.1	16.5	17.5	15.4
Ontario	55.6	56.0	53.5	55.2	56.5
Manitoba	3.0	2.7	2.9	3.0	3.0
Saskatchewan	1.1	1.1	1.0	1.0	1.0
Alberta	2.4	1.9	2.1	1.9	2.0
British Columbia	12.2	12.4	14.9	11.7	13.3
Yukon Territory	0.8	0.9	1.1	1.2	1.2
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

The estimated provincial distribution of receipts from United States travellers does not vary greatly from year to year and the provinces generally maintain much the same order of importance. When compared with 1963, the most noticeable change in 1964 was a drop of 2.1 percentage points in the proportion of travel receipts attributed to Quebec. While this represents the lowest percentage attributed to the province during the last five years, nonetheless, Quebec remained in second place when compared with other provinces in order of importance.

As in previous years, the majority of the receipts were received by Ontario where the proportion amounted to 56.5 per cent of the aggregate as compared with 55.2 per cent in 1963. British Columbia also advanced in its share of the total, receiving 13.3 per cent as compared with 11.7 per cent in the previous year. With the exception of the Atlantic Provinces where the proportion dropped by nearly 1 percentage point, there was little change in the quota received by the remaining provinces.

Receipts from United States Travellers in Canada During 1964 Classified by Length of Stay in Canada

Because the length of stay in Canada affects both the number and receipts of non-resident entries from the United States, all traffic is divided into two categories, i.e., short-term or long-term travel. The short-term category comprises only those which enter and depart on the same day whereas the long-term classification includes all entries which remain one or more nights in Canada. Most of the non-resident entries from the United States are for short-term visits and in 1964 the number entering and leaving the same day amounted to 21,274,000 as compared with 21,498,800 in 1963, a decline of 224,800 or 1 per cent. Moreover, these short-term

travellers represented 65.5 per cent of the total number of United States residents entering Canada in 1964, a decrease of almost 2 percentage points from the corresponding proportion (67.5 per cent) in 1963. Visitors from the United States who remained one or more nights in Canada numbered 11,189,100 in 1964, a gain of 823,100 or 7.9 per cent above the volume recorded in 1963. Long-term traffic as a proportion of the total rose from 32.5 per cent in 1963 to 34.5 per cent in 1964. A breakdown of the receipts from these two groups of visitors showed a somewhat different pattern than that of volume. Short-term traffic accounted for \$61.4 million or 10.4

per cent of the total receipts while persons remaining in Canada one or more nights are estimated to have spent \$528.8 million representing 89.6 per cent of the total. In 1963, short-term traffic accounted for \$59.8 million or 10.9 per cent of the total while long-term entries contributed \$489 million or 89.1 per cent.

In summary, the volume of short-term traffic is heavy but these travellers account for a relatively small proportion of the total receipts while, on the other hand, long-term entries account for a small percentage of the total volume but are responsible for most of the receipts.

STATEMENT 7. Expenditures of United States Travellers in Canada, by Length of Stay, 1964

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
			\$	
Short-term traffic (entering and leaving same day)				
Automobile:				
Entering and leaving same day	12,872,600	39.65	35,481,000	6.01
Repeat trips on standing (L) permits	3,704,800	11.41	—	—
Totals, automobile	16,577,400	51.06	35,481,000	6.01
Non-automobile:				
Plane	32,200	0.10	1,092,000	0.19
Bus	36,200	0.11	494,000	0.08
Rail	14,400	0.04	373,000	0.06
Boat	285,600	0.88	1,398,000	0.24
Plane in transit	2,700	0.01	8,000	0.00
Bus in transit	71,700	0.22	215,000	0.04
Rail in transit	232,200	0.72	—	—
Other travellers (pedestrians, local bus, etc.)	4,021,600	12.39	22,302,000	3.78
Totals, non-automobile	4,696,600	14.47	25,882,000	4.39
Totals (short-term)	21,274,000	65.53	61,363,000	10.40
Long-term traffic (one or more nights in Canada)				
Automobile:				
One or more nights in Canada	9,728,300	29.97	345,536,000	58.55
Standing (L) permits	47,900	0.15	9,648,000	1.63
Extensions	17,400	0.05	7,003,000	1.19
Totals, automobile	9,793,600	30.17	362,187,000	61.37
Non-automobile:				
Plane	518,400	1.60	81,773,000	13.86
Bus	444,400	1.37	45,359,000	7.69
Rail	226,200	0.70	30,521,000	5.17
Boat	206,500	0.63	8,945,000	1.51
Totals, non-automobile	1,395,500	4.30	166,598,000	28.23
Totals (long-term)	11,189,100	34.47	528,785,000	89.60
Grand totals	32,463,100	100.00	590,148,000	100.00

¹ Subject to revision.

An examination of non-resident automobile traffic according to length of stay shows that short-term motorists accounted for 16.6 million visits and represented slightly more than 51 per cent of the total volume of traffic, about half a percentage point higher than in 1963. Expenditures by the short-term motorists are estimated at \$35.5 million, accounting for about 6 per cent of the total receipts, a slightly higher proportion than in 1963. Motorists who remained one or more nights in Canada amounted to 9.8 million or approximately 30 per cent of the total

visits as compared with about 28 per cent in the previous year. Even though the number of long-term motorists is less than the volume of short-term motorists, the total expenditures of the former are much greater than the latter as the average expenditure per long-term motorist is much higher. Estimated receipts from motorists staying one or more nights in Canada amounted to \$362.2 million or between 61 and 62 per cent of the total, a gain of between 1 and 2 percentage points over 1963.

STATEMENT 8. Non-resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1964

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	12,872,574	32,213	36,236	14,402
2	4,822,987	91,957	46,905	22,804
3-7	3,604,718	311,663	220,300	134,339
8-14	923,899	76,870	108,325	43,729
15-21	180,555	19,548	32,006	13,350
22 and over	119,798	18,392	36,814	12,027
Totals	22,524,531	550,643	480,586	240,651

¹ Excluding standing (L) permits, extensions and 76,348 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

Persons entering and leaving Canada on the same day by non-automobile means of transportation totalled 4.7 million in 1964 and accounted for between 14 and 15 per cent of all visits, as compared with about 17 per cent in the previous year. The expenditures of these travellers came to \$25.9 million constituting between 4 and 5 per cent of the total receipts, a drop of about half a percentage point from the

1963 proportion. Long-term non-automobile entries totalled 1.4 million or slightly over 4 per cent of the total volume, about the same proportion as in 1963. On the other hand, while their expenditures of \$166.6 million represent an increase of \$6.4 million over the previous year, the proportion of the total receipts dropped from 29 per cent in 1963 to 28 per cent in 1964.

STATEMENT 9. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1964

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	57.2	5.9	7.5	6.0
2	21.4	16.7	9.8	9.5
3-7	16.0	56.6	45.8	55.8
8-14	4.1	13.9	22.5	18.2
15-21	0.8	3.6	6.7	5.5
22 and over	0.5	3.3	7.7	5.0
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 76,348 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

A more detailed analysis of non-resident automobile traffic by length of stay (exclusive of standing (L) permits and extensions) is presented in Tables 4, 5, 6 and 7. As the one-day group comprises all motorists entering and leaving Canada on the same day, many of the visits included may last only a few hours. These travellers do not require overnight accommodation and their expenditures are

generally considerably lower than those of the motorists remaining one or more nights in Canada. The two-day classification comprises those motorists who enter Canada at any time on one day and leave at any time during the next day, thereby spending one night in Canada. Subsequent day groups are determined in the same manner, i.e., by the number of nights spent in Canada. For example, motorists

in the nine-day classification have spent 8 nights in Canada.

Statement 8 presents data on the number of visitors entering Canada from the United States according to length of stay and by selected types of transportation. An examination of the automobile travel, which is shown exclusive of repeat trips of standing (L) permits, reveals that 12,872,574 or 57.2 per cent of the motorists entered and left Canada on the same day. The comparable proportion in 1963 was 58.2 per cent. Motorists remaining for two days in Canada (or one night) numbered 4,822,987 or 21.4 per cent of the total, an increase of 0.8 percentage points over the 1963 proportion. The number of automobile travellers from the United States who remained in Canada from 3 to 7 days amounted to 3,604,718 and as a proportion of the total automobile volume advanced from 15.6 per cent in 1963 to 16 per cent in 1964. Automobile visitors staying from 8 to 14 days in Canada totalled 923,899 or 4.1 per cent of the total, 0.1 percentage point less than the corresponding 1963 proportion. The percentage of motorists remaining from 15 to 21 days in Canada represented little change from the 1963 proportion while the 22 days and over group experienced a negligible 0.1 percentage point drop.

Statements 10 and 11 present data on non-resident automobile traffic by length of stay and according to province of exit. The information in these two statements shows that there is considerable variation between the various provinces regarding the length of stay of non-resident automobiles. For example, almost 64 per cent of the non-resident automobile traffic returning to the United States via ports in the Atlantic Provinces entered and left Canada on the same day, whereas about 27 per cent of the automobile traffic exiting via ports in Alberta was classified as one day. Non-resident automobiles remaining two days (or one night) in Canada accounted for about 25 per cent of the total traffic returning to the United States via Ontario ports compared with 11 per cent of the automobiles departing via ports in the Atlantic Provinces. When one considers the one and two-day groups together, the highest proportion was registered by Ontario (82 per cent) and Alberta with almost 38 per cent accounted for the lowest. In comparison with 1963 data, the most notable changes in the one-day group were decreases in the proportions leaving via Manitoba and Ontario, amounting to 1.4 and 1.3 percentage points, respectively. The largest change in the two-day traffic was a rise of approximately 1 percentage point in the proportion of cars leaving via Ontario.

STATEMENT 10. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits,¹ classified by Length of Stay, by Province of Exit, 1964

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	64.3	48.0	56.9	50.7	52.2	26.7	37.5	54.8
2	11.3	18.4	25.1	14.2	11.6	11.5	19.0	22.9
3-7	13.2	26.6	13.7	23.7	21.9	40.3	32.1	16.5
8-14	7.0	4.5	3.1	7.3	8.7	14.6	7.5	4.0
15-21	1.8	0.8	0.6	1.8	2.4	3.2	1.6	0.8
22 and over	1.7	0.9	0.4	1.6	2.5	2.5	1.3	0.6
Not classified ³	0.7	0.8	0.2	0.7	0.7	1.2	1.0	0.4
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Exclusive of vehicles issued extensions and all trips of vehicles using standing (L) permits.

² Automobiles entering and leaving on the same day.

³ Not classified by length of visit.

STATEMENT 11. Summary of Non-resident Automobiles,¹ by Province of Exit, classified by Length of Stay in Canada, 1964

Province of exit	Total vehicles	Length of stay			Percentage distribution		
		One day	Two days	Three days and over ²	One day	Two days	Three days and over ²
		number					
Atlantic Provinces	468,571	301,094	53,099	114,378	64.3	11.3	24.4
Quebec	699,441	335,876	128,811	234,754	48.0	18.4	33.6
Ontario	5,908,122	3,358,160	1,485,470	1,064,492	56.8	25.2	18.0
Manitoba	110,056	55,831	15,615	38,610	50.7	14.2	35.1
Saskatchewan	57,386	29,975	6,630	20,781	52.2	11.6	36.2
Alberta	54,427	14,512	6,276	33,639	26.7	11.5	61.8
British Columbia	545,311	212,198	103,931	229,182	38.9	19.1	42.0
Yukon Territory	25,293	1,998	4,416	18,879	7.9	17.5	74.6
Canada	7,868,607	4,309,644	1,804,248	1,754,715	54.8	22.9	22.3

¹ Exclusive of vehicles issued extensions and all trips of vehicles using standing (L) permits.

² Includes a small number of vehicles not classified by length of stay.

Of the total volume of non-resident automobile traffic leaving via ports in the Yukon Territory, between 74 and 75 per cent was classified as having been in Canada for three days or more. This was the highest proportion on a provincial basis while Ontario with 18 per cent recorded the lowest proportion. Non-resident automobiles remaining two or more nights in Canada accounted for between 33 and 34 per cent of the departures via Quebec ports and between 24 and 25 per cent of those leaving via ports in the Atlantic Provinces. There was little change between the 1963 and 1964 proportions except for the Yukon Territory which registered a drop of 1.2 percentage points. Data in Statement 10 show that the percentage of vehicles which remain 8 days or more in Canada is considerably below that for cars staying anywhere from 1 to 7 days. Non-resident automobiles which remained in Canada 8 days or longer in 1964 accounted for just 4.3 per cent of the total volume exiting via ports in Ontario, 7 per cent of the departures via Quebec ports and 11.2 per cent of the cars returning to the United States by way of ports in the Atlantic Provinces. In the Prairie and Western Provinces higher proportions of 8 day and over traffic were recorded. In Alberta, for example, 21.5 per cent of the cars returning to the United States via that province had been in Canada for 8 or more days.

Table 12 presents data on the length of stay of non-residents entering Canada by plane, bus, and rail (exclusive of in transit travellers). A method similar to the one used in classifying automobile visitors by length of stay is applied to the non-automobile traffic. Estimates on the length of stay of these non-automobile travellers were made on the basis of a sample. Non-residents entering Canada by plane, bus, and rail and remaining for one day

amounted to 82,851 in 1964. They represented between 6 and 7 per cent of the total number of non-automobile visitors to Canada, a drop of about 1 percentage point from the 1963 proportion. Persons travelling by non-automobile means of transportation (excluding boat) and remaining one night in Canada numbered 161,666 or about 13 per cent of the total rail, bus, and plane travel, the same proportion as in the previous year. Non-residents who entered Canada by plane, bus, and rail and remained two or more nights totalled 1,027,363, representing close to 81 per cent of the total movement as compared with 79 per cent in 1963. A further examination of non-automobile travel to Canada according to length of stay, as presented in Statements 8 and 9, shows that more than 52 per cent of the plane, bus, and rail entries are in the 3 to 7 day group. On the whole, non-automobile visits usually involve longer travel distances and many trips are for business reasons or to visit friends or relatives. Such visits require a longer period of time than the casual crossing of an automobile traveller, many of whom stay only a few hours. Data in Statements 8 and 9 also show that the proportions of non-automobile visitors at certain lengths of stay varied considerably with the type of transportation used to enter Canada. In 1964 about 6 per cent of both the plane and rail arrivals entered and left Canada on the same day as compared with between 7 and 8 per cent of the bus entries. The proportions remaining one night in Canada amounted to almost 17 per cent for plane arrivals, about 10 per cent for bus and between 9 and 10 per cent for the entries by rail. The percentage of plane travellers staying two or more nights amounted to between 77 and 78 per cent while almost 83 per cent of the bus arrivals and between 84 and 85 per cent of the persons entering Canada by rail had stayed three or more days before returning to the United States.

Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

Data released by the United States Department of Commerce¹ show that residents of that country spent an estimated \$3,381 million on foreign travel in 1964, representing an increase of \$186 million or 5.8 per cent above the 1963 figure. American travel expenditures in foreign countries amounted to \$2,216 million, an increase of \$126 million or 6 per cent, while total transportation costs came to \$1,165 million, some \$60 million or 5.4 per cent more than in 1963. Foreign carriers received \$635 million or between 54 and 55 per cent of the total payments

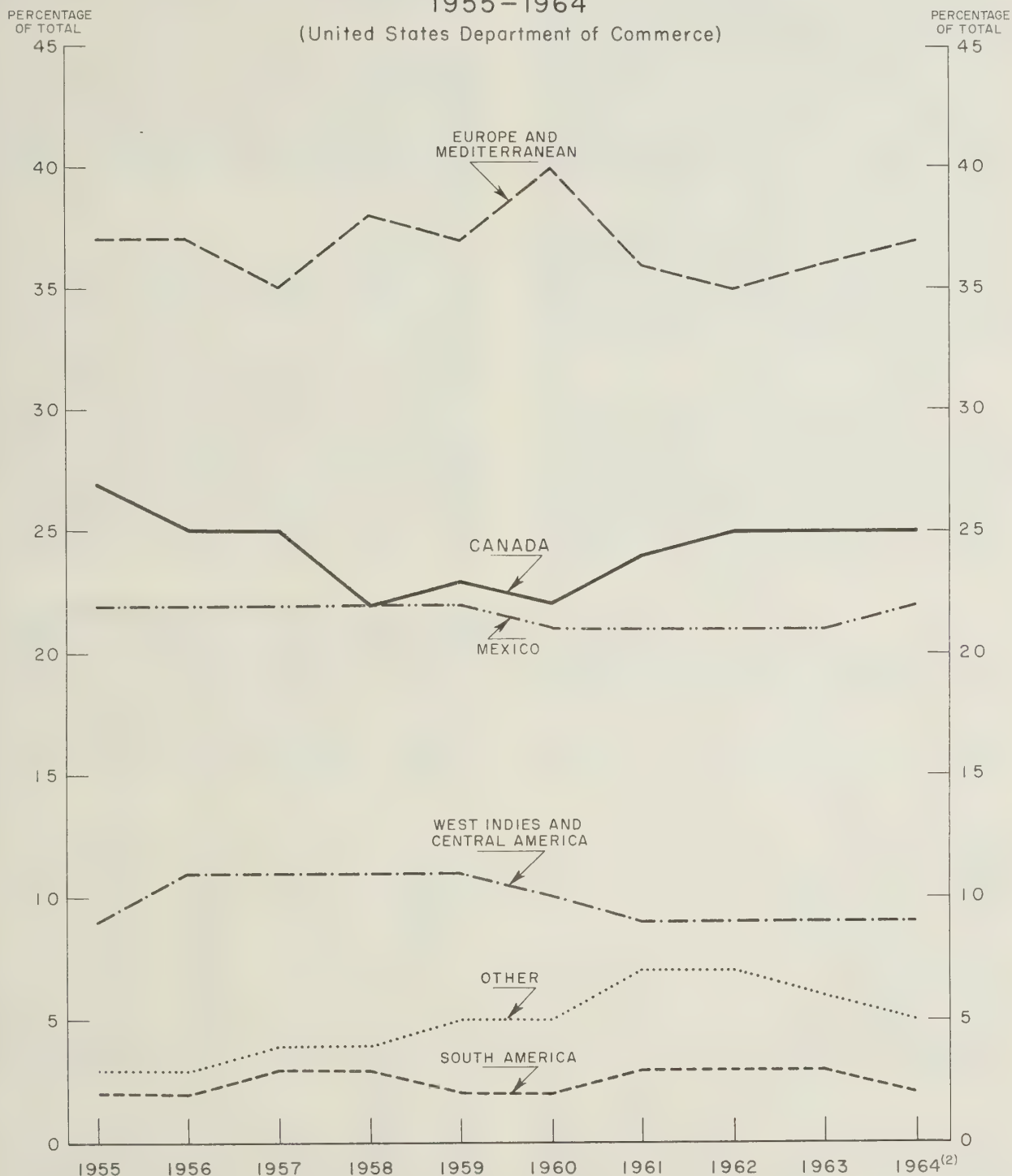
for transportation. This represents an increase of only \$20 million or 3.3 per cent above the 1963 figure. A substantial decline in travel on foreign vessels offset much of the increase in travel by air. Total payments to foreign countries thus amounted to \$2,851 million in 1964 as compared with \$2,705 million in 1963, an increase of \$146 million or 5.4 per cent. Transportation payments to United States carriers advanced by \$40 million or 8.2 per cent to a record \$530 million. Total fares paid to these carriers represented between 45 and 46 per cent of the total cost of transportation as compared with between 44 and 45 per cent in 1963.

¹ Source: United States Department of Commerce, "Survey of Current Business June 1965".

CHART - 2

DISTRIBUTION OF TRAVEL EXPENDITURES⁽¹⁾
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1955-1964

(United States Department of Commerce)



⁽¹⁾ EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES.

⁽²⁾ DATA FOR 1964 ARE SUBJECT TO REVISION.

United States residents travelling abroad in 1964 (excluding travel to Canada or Mexico and cruise travellers) numbered 2,220,000, an increase of 230,000 or 11.6 per cent more than in the preceding year. Of this total, some 1,943,000 travelled by plane, an increase of 271,000 or 16.2 per cent in comparison with the previous year. On the other hand, boat travel experienced a decline in 1964 as the number of Americans travelling overseas by this means of transportation dropped by 41,000 or almost 13 per cent to 277,000, the lowest level since 1959.

Following the trend of sea travel, cruise travel in 1964 also fell below levels attained in previous years. The number of Americans taking cruises fell to 295,000, a drop of 27,000 or between 8 and 9 per cent from the comparable 1963 volume. Even though the total number of persons taking cruises declined, United States flag cruises attracted 14 per cent more passengers while foreign flag cruises carried 11 per cent fewer American passengers than in 1963. As a result, the share received by American ships in the cruise market advanced to 12 per cent from 10 per cent in the previous year.

An examination of American overseas travel by area of destination shows that some 1,250,000 Americans had visited areas in Europe and the Mediterranean during 1964. This marks an increase of 148,000 or 13.4 per cent over the 1963 volume. Estimated expenditures within this region amounted to \$815 million, a \$60 million or 8 per cent increase

in comparison with the 1963 total. Furthermore, these expenditures as a proportion of the total came to 36.8 per cent as compared with 36.1 per cent in 1963. The downward trend in the average cost of a trip to Europe by American travellers continued in 1964. United States residents visiting Europe spent, on the average, \$1,170 per trip as compared with \$1,200 in 1963. Lower transatlantic air fares contributed to this decline in several ways. The lower air fares apparently attracted some travellers from relatively high cost sea travel and, in addition, because the fares were offered for trips lasting 2 to 3 weeks only, they reduced the average length of stay and this led to reductions in total outlays. Air fares to Europe averaged \$490, a drop of \$40 or between 7 and 8 per cent from the 1963 average. On the other hand, sea fares rose by 5 per cent to an average of \$660. The total cost of transatlantic transportation to Europe averaged \$520 per U.S. traveller, \$30 or about 5.5 per cent below the 1963 figure. Expenditures for travel within Europe came to \$650 for the average U.S. traveller. This marks a decline of about 3 per cent from the 1963 figure of \$670. Americans arriving in Europe by air spent about \$600 each compared with \$630 in 1963, while the average expenditure per sea traveller to Europe rose by \$40 to \$890. Of the total visits to Europe more than 200,000 involved business purposes. About 115,000 were for business only and another 95,000 combined a business trip with travel for pleasure. Still another 800,000 United States residents travelled to Europe solely for pleasure while an estimated 240,000 travelled for other reasons.

STATEMENT 12. Expenditures for Foreign Travel by Residents of the United States, 1960-64
In Terms of United States Currency

	1960	1961	1962	1963	1964
	millions of dollars				
Transportation	865	865	990	1,105	1,165
Foreign — flag carriers	505	507	575	615	635
United States — flag carriers	360	358	415	490	530
Expenditures abroad	1,732	1,735	1,885	2,090	2,216
Canada	380	425	479	522	550
Mexico	365	370	395	448	480
Europe and Mediterranean	692	618	652	755	815
West Indies and Central America	166	160	178	180	190
South America	45	48	55	56	57
Other oversea areas	84	114	126	129	124
Grand totals	2,597	2,600	2,875	3,195	3,381

Source: Survey of Current Business, United States Department of Commerce, Office of Business Economics, June 1965.

United States travel expenditures in Mexico amounted to an estimated \$480 million in 1964, some \$32 million or about 7 per cent more than in 1963. This makes Mexico the second largest recipient of American travel disbursements. Canada usually receives the largest share of United States

payments for travel. It should be noted that the majority of the U.S. travel payments to Mexico consists of expenditures by persons visiting the border area only. Spending in the border area accounted for \$340 million or 71 per cent of the total.

The number of American visitors to the West Indies and Central America amounted to 701,000, an increase of 67,000 or between 10 and 11 per cent in comparison with the previous year. Together with cruise passengers to this area (not included in the volume of visitors referred to above) they spent an estimated \$190 million, some \$10 million more than in the preceding year.

The number of United States residents who visited South America in 1964 advanced by 10,000 to 107,000. Total estimated expenditures by this group of travellers came to \$57 million, a slight increase in comparison with the 1963 figure of \$56

million. Travel to other overseas areas, which had shown a strong upward trend in recent years, came to a halt in 1964. The number of U.S. residents travelling to other overseas areas in 1964—mainly the Pacific area—advanced by only 2,000 or 1.3 per cent to 162,000. This compares with a 13 per cent increase in volume recorded in 1963. Reduced per capita spending brought a decline in total estimated expenditures from \$129 million in 1963 to \$124 million in 1964. Hong Kong and Japan continued to be the principal areas visited. Hong Kong was visited by 85,000 American travellers, 10,000 more than in 1963, while about 75 per cent of all U.S. travellers to the Pacific region visited Japan where they spent some \$54 million.

Canadian Travel in the United States

In 1964 Canadian travel to the United States set new records in terms of number of travellers and millions of dollars spent. Rising incomes and more leisure time would help to explain the increases, as would a gradual subsiding of the effects of the 1962 Canadian dollar devaluation and reduced customs exemption. All five means of transportation—auto, plane, bus, rail and boat—showed increases over the 1963 figures both in the numbers travelling by each means and in the amount of money these travellers spent. As a result, payments made by Canadian travellers in the United States in 1964 made travel the third leading "import" from that country.

The total expenditure of each group of travellers increased by a greater percentage than did their numbers, indicating higher expenditures per person in 1964. One of the largest increases was that of long-term motorists whose average expenditure increased substantially over their 1963 rate. More than five times as many Canadian travellers were short-term visitors to the United States rather than long-term visitors. Travellers entering and leaving

on the same day are considered short-term visitors, while those staying one or more nights are classified as long-term. However, in spite of their smaller numbers, long-term travellers as a group spent over seven times as much money in the United States as did the short-term visitors who do not require accommodation. The much higher expenses of long-term travellers for food, local transportation and miscellaneous items would also help to account for the very great difference in expenditures. Unlike Canadian travel to Europe, for which visiting friends and relatives was the most frequent purpose of trip, the main reason for Canadian travel to the United States was for recreation, with visiting friends and relatives placing second.

The following sections contain more detailed information on the numbers and expenditures of Canadian travellers in the United States who are classified by the type of transportation used, their lengths of stay, and their purposes of trip. In most instances, annual totals are given first, then broken down on a quarterly basis.

STATEMENT 13. Number and Expenditures of Canadian Travellers in the United States,¹ 1961-64

Type of transportation	Number of persons				Expenditures			
	1961	1962	1963	1964	1961	1962	1963	1964 ²
	thousands				millions of dollars			
Automobile	23,339	22,354	23,046	24,652	237.6	203.1	195.0	254.1
Non-automobile:								
Plane	458	485	491	544	108.6	114.8	99.2	115.4
Bus	431	431	400	449	46.3	42.4	40.8	50.0
Rail	267	251	240	256	38.9	36.6	29.9	33.2
Boat	110	115	115	116	3.9	4.0	2.4	3.8
Other	4,684	4,309	5,098	6,147	19.4	13.2	16.3	19.6
Totals, non-automobile	5,950	5,591	6,344	7,512	217.1	211.0	188.6	222.0
Grand totals	29,289	27,945	29,390	32,164	454.7	414.1	383.6	476.1

¹ Exclusive of Hawaii.

² Subject to revision.

The number of Canadians returning from trips to the United States reached a record 32.2 million in 1964, an advance of 2.8 million or between 9 and 10 per cent above the corresponding 1963 total. A quarterly examination of the total shows that in comparison with 1963, gains were recorded in all quarters of the year. Return trips in the first quarter amounted to 6,012,000, some 1,238,000 or almost 26 per cent more than in the same period of 1963, while the number of Canadians returning from the United States during the third quarter advanced by 1,010,000 or 9.6 per cent to 11,536,000. The number of re-entries during the fourth quarter, amounting to 6,426,000, represented a gain of 493,000 or 8.3 per cent in comparison with 1963 data. There was little change in the second quarter when the increase amounted to some 33,000 or 0.4 per cent. Contributing to the heavy increase in the first quarter of 1964 and relatively little change in the second quarter was the fact that the Easter holiday was in March, whereas in 1963 it occurred in the second quarter.

Canadian Travel in the United States by Type of Transportation

Passenger car registrations in Canada have been increasing steadily each year and in 1964 numbered 5,037,861. When compared with the 4,788,896 figure of 1963, this represents an increase of 248,965 or 5.2 per cent. Passenger car registrations during 1964 indicate there was one automobile for every 3.8 persons in Canada, while in 1963 the comparable ratio was 3.9 persons. The total number of Canadian automobiles returning to Canada from trips to the United States in 1964 amounted to 9,157,224, some 611,751 or 7.2 per cent more than in 1963. The 5.2 per cent increase in passenger car registrations no doubt contributed to the increase in the number of crossings by Canadian automobiles to the United States.

Canadians returning from the United States by automobile in 1964 numbered 24,652,000, an increase of 1,606,000 persons or 7 per cent above the total recorded in the year 1963. On a quarterly basis, each quarter registered an increase in the number of persons re-entering by automobile. Persons returning by automobile in the first quarter advanced by 598,000 or 15.4 per cent while the advance in the second quarter amounted to 252,000 or 4.3 per cent. Re-entries during the third and fourth quarters represented gains of 731,000 or 8.6 per cent and 25,000 or 0.5 per cent, respectively, in comparison with 1963 data. The estimated expenditures of Canadians travelling to the United States by automobile amounted to \$254.1 million in 1964 as compared with \$195 million in 1963, an increase of \$59.1 million or 30.3 per cent. Higher average outlays per person together with the rise in volume were responsible for this large increase in payments. Furthermore, payments by automobile travellers to the United States (excluding Hawaii) accounted for 53.4 per cent of the total Canadian travel expenditures in that country during 1964. In 1963 the comparable proportion was 50.8 per cent. A quarterly breakdown of these expenditures shows that in-

A combination of increased volume and a 13.4 per cent rise in the average expenditure per person produced a substantial expansion in payments by Canadians visiting the United States during 1964. Total expenditures by residents travelling in the United States during the year are estimated at \$476.1 million as compared with \$383.6 million in 1963, a gain of \$92.5 million or 24.1 per cent. Increases were recorded in each quarter of 1964. Payments during the first quarter show the largest gain, advancing by \$30 million or 39 per cent to \$107.2 million. This indicates the rising popularity of winter vacations in the southern states. Spending in the second quarter amounted to \$128.9 million as compared with \$109.1 million in the same period of 1963, while in the third quarter Canadians are estimated to have spent \$148.3 million in the United States, an increase of \$19.4 million or 15 per cent. Estimated expenditures during the fourth quarter advanced from \$68.4 million to \$91.7 million, a rise of 34 per cent over 1963.

Increases in payments were greatest in the first and final quarters of 1964. Expenditures in the first quarter advanced by over 50 per cent to \$47.4 million while payments during the fourth quarter amounted to \$47.6 million as compared with \$31.3 million in the same quarter of 1963. Estimated expenditures by Canadian automobile travellers to the United States during the second and third quarters represented gains of \$13.4 million or 26 per cent and \$12.2 million or 15 per cent, respectively, in comparison with 1963 data.

Canadians returning from the United States by plane in 1964 spent an estimated \$115.4 million in the Continental United States, a gain of \$16.2 million or 16.3 per cent above the 1963 figure. Moreover, the four quarters all showed increases in comparison with 1963. First quarter payments advanced by \$4.8 million or 16.5 per cent while the increase in the second quarter came to \$4.7 million or 16.6 per cent. Expenditures by plane re-entries advanced by \$3.4 million or 16.7 per cent during the third quarter and by \$3.3 million or 15.3 per cent in the final quarter. However, these higher expenditures by plane travellers to the United States represented only 24.2 per cent of the total payments in 1964, whereas in 1963 the proportion was 26 per cent. Re-entries by plane in 1964 amounted to 544,000 persons, some 53,000 or 10.8 per cent more than in the preceding year. Plane re-entries as a proportion of the total number amounted to 1.7 per cent. Higher totals were recorded throughout each quarter of the year, with 13,000 or 10.1 per cent more entries in the first quarter and 11,000 or 8.5 per cent more in the second quarter. Plane re-entries in the third quarter advanced by 17,000 or 14.7 per cent while the fourth quarter registered a gain of 12,000 or 10.3 per cent in comparison with the same period in 1963. Plane re-entries were more evenly distributed among the four quarters of the year than re-entries by other types of transportation. This can be seen from the data shown in Statement 14.

**STATEMENT 14. Number of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1964**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
thousands					
Automobile:					
Leaving and returning same day	4,030	5,432	7,177	4,126	20,765
One or more nights in United States	462	738	2,037	650	3,887
Totals, automobile	4,492	6,170	9,214	4,776	24,652
Non-automobile:					
Plane	142	140	133	129	544
Bus	92	129	148	80	449
Rail	68	58	75	55	256
Boat	4	19	85	8	116
Other	1,214	1,674	1,881	1,378	6,147
Totals, non-automobile	1,520	2,020	2,322	1,650	7,512
Grand totals	6,012	8,190	11,536	6,426	32,164

¹ Exclusive of Hawaii.

Residents who returned from the United States by bus in 1964 numbered 449,000, some 49,000 or 12.3 per cent more than in 1963. When taken as a percentage of the total number of Canadians travelling in the United States in 1964, bus travellers represent 1.4 per cent, the same proportion as in 1963. A breakdown of the total by quarters shows increases in each, with the largest gain, 23,000 or 33.3 per cent, appearing in the first quarter. Re-entries by bus during the second quarter represented an increase of 12,000 or 10.3 per cent while persons returning by bus in the third quarter advanced by 8,000 or 5.7 per cent. Fourth quarter re-entries represented a gain of 6,000 or 8.1 per cent over the same quarter of 1963. Expenditures of Canadian residents returning by bus from the Continental United States in 1964 are estimated at \$50.0 million, some \$9.2 million or 22.5 per cent more than in the previous year. However, payments by these travellers constituted 10.5 per cent of the total expenditures in 1964, as compared with 10.6 per cent in 1963. In comparison with 1963 data, payments by bus travellers showed increases during each quarter. Expenditures rose by \$3.8 million in the first quarter and by \$1.9 million or 14.4 per cent during the second quarter. Estimated payments during the third and fourth quarters advanced by \$1.2 million or 9.4 per cent and \$2.3 million or 35.4 per cent, respectively.

Canadians re-entering Canada by rail after visiting the United States in 1964 spent an estimated \$33.2 million, an increase of \$3.3 million over the 1963 figure, but representing only 7 per cent of the aggregate expenditures by all types of transportation, as compared to 7.8 per cent in the previous year. Increases over 1963 were noted in each quarter except the fourth where expenditures represented no change. During the first quarter payments rose by \$2.4 million or 32.4 per cent while second quarter payments represented an increase of \$0.2 million

or 2.2 per cent. Estimated expenditures by rail re-entries in the third quarter were \$0.7 million or 9.9 per cent higher than in the same period of 1963. The number of Canadians returning from the United States by rail in 1964 amounted to 256,000 as compared with 240,000 in 1963, a gain of 16,000 or 6.7 per cent. Rail re-entries advanced by 13,000 or 23.6 per cent in the first quarter and by 5,000 or 7.1 per cent in the third quarter. On the other hand, during the second quarter there were 2,000 or 3.3 per cent fewer re-entries by rail while the number recorded in the final quarter represented no change from the previous year. The proportion of Canadians who returned from the United States by rail in 1964 remained about the same as in 1963—0.8 per cent.

Canadians returning from the United States by boat in 1964 totalled 116,000, a slight increase of 1,000 or 0.9 per cent over 1963. Estimated payments by these travellers showed a relatively greater increase, advancing by \$1.4 million or over 50 per cent to \$3.8 million. A large increase in the average expenditure per boat traveller was the main factor behind this substantial expansion in payments. A quarterly breakdown of the number of boat travellers shows that increases were recorded in each of the first three quarters but were somewhat offset by a decline, amounting to 3,000 or 27.3 per cent, in the final quarter of 1964. In comparison with 1963, Canadian boat travellers to the United States spent more in each quarter. Payments during the third quarter showed the largest increase, advancing by \$0.9 million to \$2.4 million. There was a \$0.1 million rise in payments during the first quarter, while estimated expenditures of boat travellers increased by \$0.2 million in both the second and final quarters. Total expenditures by boat travellers represented about 0.8 per cent of the total Canadian travel expenditures in the United States, up from 0.6 per cent in 1963.

**STATEMENT 15. Expenditures of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1964²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
Leaving and returning same day	6.4	9.8	12.0	7.6	35.8
One or more nights in United States	41.0	55.3	82.0	40.0	218.3
Totals, automobile	47.4	65.1	94.0	47.6	254.1
Non-automobile:					
Plane	33.9	33.0	23.7	24.8	115.4
Bus	12.1	15.1	14.0	8.8	50.0
Rail	9.8	9.5	7.8	6.1	33.2
Boat	0.2	0.7	2.4	0.5	3.8
Other	3.8	5.5	6.4	3.9	19.6
Totals, non-automobile	59.8	63.8	54.3	44.1	222.0
Grand totals	107.2	128.9	148.3	91.7	476.1

¹ Exclusive of Hawaii.

² Subject to revision.

Canadian residents who return to Canada from the United States as pedestrians, by local bus, etc., are grouped together and shown under the heading "other travellers". During 1964, some 6,147,000 persons were classified as "other travellers", a rise of 1,049,000 or 20.6 per cent above the corresponding 1963 figure. A quarterly analysis of the "other travellers" category showed a large increase of 587,000 in the first quarter while, on the other hand, as compared with 1963, the second quarter total dropped by 275,000 to 1,674,000. There were increases of 272,000 in the third quarter, and 465,000 in the final quarter of 1964. The average expenditure per person in the "other travellers" category is much lower than that attributed to persons traveling by auto or non-automobile means of transportation and therefore, the total expenditures of these travellers is not as high as their numbers might indicate. In 1964, the "other travellers" group accounted for 19.1 per cent of the total number of Canadians visiting the United States, compared with 17.3 per cent in 1963. Persons classified under this heading are estimated to have spent \$19.6 million in the Continental United States in 1964, an advance of \$3.3 million over the \$16.3 million figure in 1963. Although in number "other travellers" represented over 19 per cent of the total, expenditures of this group accounted for only 4.1 per cent of the total payments. Expenditures by these travellers showed advances in the first, third and fourth quarters, of \$1.7 million, \$1.0 million and \$1.2 mil-

lion, respectively. During the second quarter, however, estimated payments by "other travellers" declined by \$0.6 million.

In summary, the total number of Canadians returning from trips to the United States by non-automobile types of transportation in 1964 amounted to 7,512,000, some 1,168,000 or 18.4 per cent more than in 1963. Moreover, non-automobile re-entries represented 23.4 per cent of the total, as compared to 21.6 per cent in 1963. Total expenditures by this group of travellers are estimated at \$222.0 million, compared with \$188.6 million in 1963, a gain of \$33.4 million. However, as a percentage, payments by these travellers represented 46.6 per cent of the overall expenditures, a decline from the 49.2 per cent recorded in the preceding year. In comparison with 1963, expenditure increases were noted in each quarter, with payments during the first quarter experiencing the largest gain, amounting to \$12.8 million. Advances in the other quarters were \$6.4 million in the second quarter, \$7.2 million in the third and \$7.0 million in the final quarter. A quarterly breakdown of the 1964 total of non-automobile re-entries reveals a different pattern, with increases of 637,000 in the first quarter, 303,000 in the third quarter and 480,000 in the fourth quarter when compared with the corresponding 1963 figures. On the other hand, re-entries of non-automobile travellers in the second quarter were down some 252,000 persons in comparison with the same period of 1963.

Canadian Travel in the United States by Length of Stay

Canadian travel in the United States is classified according to the length of stay abroad in the same two categories used in examining non-resident visits to Canada. In other words, Canadians leaving and returning to Canada on the same day are considered in the short-term travel while visits lasting one or more nights abroad make up the long-term

category. In 1964, the number of Canadians leaving and returning to Canada on the same day, i.e., short-term, amounted to 27,016,000. This represents an increase of 2,602,700 re-entries or 10.7 per cent above the number recorded in 1963. These short-term re-entries accounted for 84 per cent of the total travel movement as compared with 83.1 per cent in

the previous year. Persons returning to Canada after spending one or more nights in the United States totalled 5,148,100, some 171,600 or 3.4 per cent more than in 1963. Long-term travellers as a proportion of the total declined from almost 17 per cent in 1963 to 16 per cent in 1964. Total estimated expenditures of short-term travellers to the United States amounted to \$57,575,000, some \$3,635,000 or 6.7 per cent above the 1963 figure. As a percentage of the total, payments by these travellers amounted to 12.1 per cent as compared with 14.1 per cent in the preceding year. Estimated payments by Canadians who had remained one or more nights in the United States rose from \$329,700,000 in 1963 to \$418,517,000 in 1964, a substantial advance of \$88,817,000 or 26.9 per cent. Expenditures by these long-term travellers accounted for 87.9 per cent of

the total Canadian expenditures, an increase of 2 percentage points over the comparable 1963 proportion.

A more detailed breakdown of travel to the United States according to length of stay for Canadian motorists, shows that in 1964 short-term automobile travellers numbered 20,764,400 as compared with 19,191,500 in 1963, an increase of 1,572,900 or 8.2 per cent. At the same time, the expenditures attributed to this group of travellers were estimated at \$35,777,000, a slight advance of \$939,000 or 2.7 per cent over the 1963 figure. As the average outlay per short-term automobile traveller to the United States dropped from about \$1.80 in 1963 to \$1.72 in 1964, the percentage increase in payments was relatively small when compared to the increase in volume.

STATEMENT 16. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1964

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
			\$	
Short-term traffic (leaving and returning same day)				
Automobile	20,764,400	64.56	35,777,000	7.51
Plane	26,500	0.08	1,766,000	0.37
Bus	17,000	0.05	219,000	0.05
Rail	6,000	0.02	187,000	0.04
Boat	27,300	0.09	105,000	0.02
Bus in transit	10,500	0.03	—	—
Rail in transit	17,600	0.05	—	—
Other travellers (pedestrians, local bus, etc.)	6,146,700	19.11	19,521,000	4.10
Totals, non-automobile	6,251,600	19.43	21,798,000	4.58
Totals (short-term)	27,016,000	83.99	57,575,000	12.09
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States	930,300	2.89	9,519,000	2.00
Two or more nights in the United States	2,957,000	9.20	208,830,000	43.86
Totals, automobile	3,887,300	12.09	218,349,000	45.86
Plane	517,900	1.61	113,599,000	23.86
Bus	422,000	1.31	49,810,000	10.46
Rail	232,600	0.72	33,020,000	6.94
Boat	88,300	0.28	3,739,000	0.79
Totals, non-automobile	1,260,800	3.92	200,168,000	42.05
Totals (long-term)	5,148,100	16.01	418,517,000	87.91
Grand totals	32,164,100	100.00	476,092,000	100.00

¹ Subject to revision and excludes Hawaii.

Canadian travellers returning to Canada by automobile after spending one night in the United States numbered 930,300 in 1964, an increase of 115,800 or 14.2 per cent in comparison with the 1963 figure. Expenditures by these motorists advanced to an estimated \$9,519,000 in 1964, some \$206,000 or 2.2 per cent more than in 1963. The 1964 average expenditure per person for automobile travellers staying one night in the United States was \$10.23, a decline from the 1963 average of \$11.43. Motorists

returning to Canada after remaining two or more nights in the United States totalled 2,957,000, some 83,300 or 2.7 per cent below the number registered in the preceding year. Although their total numbers declined, the estimated payments of this group rose from \$150,865,000 in 1963 to \$208,830,000 in 1964, an increase of \$57,965,000 or 38.4 per cent. This substantial increase in payments can be attributed to the higher average outlay per person which rose from about \$50 in 1963 to \$70 in 1964. The expendi-

tures of these motorists represented 43.9 per cent of the total payments in 1964, an advance of almost 5 percentage points from the corresponding 1963 proportion. On the other hand, the number of persons in this category accounted for only 9.2 per cent of the total number, a decline from the 10.3 per cent registered in 1963. The average length of stay of Canadian automobile travellers remaining two or more nights (three or more days) in the United States was 10.3 days in 1964, a gain of about 2 days over the 1963 average. The average expenditure per person per day in this category rose from \$6.05 in 1963 to \$6.83 in 1964.

Tables 13, 14 and 15, in the statistical tables section of this report, give a detailed breakdown of Canadian automobile traffic returning from trips to the United States. Vehicles shown as one day in the

United States are those leaving and returning on the same day, while cars remaining in the United States for one night are included in the two-day class. Statement 17 shows the number of Canadian travellers returning from the United States by automobile as well as non-automobile types of transportation by length of stay category. Motorists remaining from 3 to 7 days in the United States numbered 1,785,544 and represented 7.2 per cent of the total automobile traffic to the United States. Those staying from 8 to 14 days totalled 657,972 or 2.7 per cent of the total, while 302,820 or 1.2 per cent of the motorists remained between 15 and 21 days. Only 210,603 or 0.9 per cent of the total Canadian motorists remained in the United States 22 days or more. About 84.2 per cent of the total number of Canadian automobile travellers to the United States in 1964 was in the one-day category.

STATEMENT 17. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1964

Estimated days stay in the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail
1 ²	20,764,407	26,493	16,972	6,018
2	930,342	56,551	48,689	21,452
3- 7	1,785,544	200,487	170,539	104,107
8- 14	657,972	124,866	98,406	50,920
15- 21	302,820	69,768	45,087	23,030
22 and over	210,603	66,260	59,232	33,066
Totals	24,651,688	544,425	438,925	238,593

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

Canadians classified as short-term but returning to Canada by means other than automobile amounted to 6,251,600, an advance of 1,029,800 or 19.7 per cent in comparison with 1963. They accounted for 19.4 per cent of the total traffic compared with 17.8 per cent in the preceding year. Expenditures by short-term non-automobile travellers to the United States in 1964 are estimated at \$21,798,000, some \$2,696,000 or 14.1 per cent more than the comparable figure for 1963. Expenditures by these travellers taken as a proportion of the total fell from about 5 per cent in 1963 to 4.6 per cent in 1964. The number of non-automobile travellers returning from trips to the United States after having spent one or more nights abroad totalled 1,260,800 as compared with 1,121,700 in 1963, a gain of 139,100 or 12.4 per cent. Although in numbers, these travellers represented only 3.9 per cent of the total, estimated expenditures by this group, amounting to \$200,168,000, accounted for 42.1 per cent of the total payments. In 1963, payments by long-term non-automobile travellers to the United States came to \$169,522,000, or 44.2 per cent of the total Canadian travel payments to the United States (exclusive of Hawaii) during that year.

Canadians returning from the United States by plane after a short-term visit numbered 26,500 in

1964, a decrease of 2,800 when compared with 1963. Payments by this group amounted to \$1,766,000, a decline of \$326,000 when compared with the previous year. On the other hand, the number of re-entries after a long-term visit by plane totalled 517,900, an increase of 56,600 or 12 per cent as compared with 1963. The payments attributed to this group are estimated at \$113,599,000, an increase of \$16,513,000 or some 17 per cent. The number of Canadians returning by plane appears in further detail by length of stay in Statement 17. Visits of 3 to 7 days constituted the largest group and amounted to 200,487 or 36.8 per cent of the total plane travel, while the next largest group, totalling 124,866 or 23 per cent of the aggregate, remained from 8 to 14 days in the United States. This is much the same pattern for these two groups as appeared in 1963. The average expenditure per trip for Canadians returning by plane amounted to \$211.90 in 1964 compared with \$202.20 in 1963. The highest average outlay per person per day appeared in the same day traffic and amounted to \$66.60. Data in Table 16 show that the average expenditure per person per day declines progressively as the length of stay is extended. No doubt the cost of transportation is a factor contributing to higher expenditures per day for the shorter lengths of stay.

Persons leaving Canada and returning on the same day by bus (excluding in transit) numbered 17,000 in 1964, a decrease of some 2,700 when compared with 1963. Expenditures of this group of short-term bus travellers also experienced a drop which amounted to \$41,000, or approximately 16 per cent less than in the previous year. Long-term re-entries by bus in 1964 amounted to 422,000, an increase of 54,500 or some 15 per cent above the number reported in 1963. Expenditures of this group are estimated at \$49,810,000, an increase of \$9,274,000 or 23 per cent over the previous year. Canadians returning by bus after visits of 3 to 7 days amounted to 170,539 or 39 per cent of the total number of

Canadians returning by bus, while visits lasting 8 to 14 days accounted for 98,406 or 22 per cent of the total. The average expenditure per person returning by bus in 1964 came to \$114.00, an increase of

\$8.60 or 8 per cent in comparison with 1963. The average expenditure per person per day amounted to \$8.60, some 20 cents above the average for the previous year. The length of stay averaged 13 days as compared with 12 days in 1963 and, no doubt, this influenced the increase in the average expenditure per trip in 1964. Bus travellers spending one night in the United States had the highest average expenditure per person per day.

STATEMENT 18. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1964

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail
1 ²	84.2	4.9	3.9	2.5
2	3.8	10.4	11.1	9.0
3- 7	7.2	36.8	38.8	43.6
8- 14	2.7	22.9	22.4	21.3
15- 21	1.2	12.8	10.3	9.7
22 and over	0.9	12.2	13.5	13.9
Totals	100.0	100.0	100.0	100.0

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

Short-term re-entries of Canadians from the United States by rail (exclusive of in transit) amounted to 6,000 crossings in 1964, a decline of 1,300 from the corresponding 1963 total. Their expenditures, amounting to \$187,000, represent a reduction of some \$95,000 from the previous year. Long-term travel by rail amounted to 232,600 as compared with 213,500 in 1963, an increase of 19,100 re-entries or some 9 per cent. Payments by this group are estimated at \$33,020,000, a gain of \$3,406,000 or between 11 and 12 per cent. Following the pattern shown in travel by plane and bus, the largest proportion spent from 3 to 7 days in the United States, accounting for 104,107 or 43.6 per cent of the total. Again, following the pattern of plane and bus travel, the second largest group stayed from 7 to 14 days and accounted for 50,920 trips or 21.3 per cent of the total. The average expenditure per person for Canadians returning by rail in 1964 was \$139.00, an increase of \$3.58 or 2.6 per cent from the average of \$135.42 shown in 1963. The average expenditure per person per day changed very little from the previous year and, comparable to the plane and bus travel, the highest average per day appeared in same day traffic as shown in Table 18.

Residents leaving and returning to Canada on the same day by boat numbered 27,300, a decrease

of 7,800 and their expenditures are estimated at \$105,000, some \$53,000 lower than expenditures for this group in 1963. On the other hand, there were 88,300 long-term re-entries by boat in 1964, some 8,900 or 11.2 per cent more than in 1963. Their expenditures of \$3,739,000 were some \$1,453,000 higher than the comparable figure for the previous year.

Included in the payments of Canadian travellers remaining two or more days in the United States is the value of merchandise declared under the customs exemption privilege. However, since the value entitled to exemption was reduced from \$100 to \$25 in June 1962, this item is becoming of less significance in comparison with earlier years. The value of merchandise declared by Canadians returning from trips to the United States totalled \$23,872,764 in 1964, an increase of \$2,062,488 or 9 per cent over the figure of \$21,810,276 declared in 1963. The average value for declaration in 1964 amounted to \$20.15 as compared to \$20.21 in 1963. The number of declarations made by Canadians returning from the United States totalled 1,184,623 in 1964, an increase of 105,554 or 10 per cent over the year 1963. The value of declared merchandise as a portion of total expenditures amounted to 5 per cent in 1964, as compared with 5.7 per cent in 1963.

Canadian Travel in the United States by Purpose of Trip

The travel survey of Canadian residents returning from visits to the United States covers data on the purpose of trip. As many of the persons who complete questionnaires indicate more than one reason for their visit, the purpose of trip data are compiled in three main groups: questionnaires reporting one purpose only; those reporting two or more purposes; and the aggregate of all questionnaires showing purpose of trip. The information tabulated showed that the specified purpose of trip varied considerably in each of the groupings in 1964.

Compilations of all questionnaires which reported one or more purposes of trip showed that most Canadians travelled to the United States for recreation, which includes vacation and other holiday travel. This reason was indicated by 46.3 per cent of the respondents in 1964. Visiting friends or relatives appeared as the second most popular reason for travel, having been specified by 31.9 per cent

of the selected persons. Compilations of survey data also indicated that 10.9 per cent of the Canadians visiting the United States in 1964 did so for business reasons while shopping trips were listed by 5.3 per cent of the respondents. Travel for reasons of health was indicated by 3.6 per cent of the Canadians surveyed in 1964.

Tabulations of questionnaires reporting only one purpose of trip yielded different values from those obtained through an analysis of the aggregate of all questionnaires. Recreation was specified by 48.5 per cent of the respondents while visits to friends or relatives was indicated by 32 per cent of the persons in this grouping. Business trips were listed by 12.2 per cent of the respondents, travel for health reasons accounted for 3.2 per cent, and 2.2 per cent of the Canadians visiting the United States did so in order to shop.

STATEMENT 19. Purpose of Trip¹ Reported by Canadians Returning from the United States, compiled Quarterly, Questionnaire Survey, 1964

Period of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
	per cent							
First quarter	13.0	0.3	1.1	43.9	35.7	4.9	1.1	100.0
Second quarter	15.1	0.6	2.0	43.8	31.2	5.9	1.4	100.0
Third quarter	6.5	0.6	2.1	58.8	29.7	0.8	1.5	100.0
Fourth quarter	17.7	1.1	3.9	41.8	32.8	1.5	1.2	100.0
Year	12.2	0.6	2.2	48.5	32.0	3.2	1.3	100.0

¹ Questionnaires reporting one purpose only.

When data from questionnaires reporting two or more purposes of trip were examined, the results varied from those obtained through a consideration of questionnaires reporting one purpose only, and the aggregate of all questionnaires. Recreation maintained its favoured position as the main reason for travelling to the United States, accounting for 38.8 per cent of the respondents who checked two or more purposes of trip. Visiting friends or relatives was next in order of popularity, as it was in the other two groupings, being specified by 31.6 per cent of those travelling for two or more reasons. It was in this grouping of returned questionnaires that the highest proportion of respondents, 16.1 per cent, reported shopping in combination with other purposes of trip. On the other hand, the proportion of trips for business reasons was lowest in this group of questionnaires, representing only 6.1 per cent. Persons specifying health as their purpose of trip amounted to 5.3 per cent, and "other reasons" for travel to the United States accounted for 1.6 per cent of the respondents in this grouping.

The statements and following text in this section concerning the purpose of trip of Canadians travelling in the United States during 1964 refer to data from completed questionnaires specifying one purpose of trip only.

In comparison with 1963, the most significant change was in the proportion of respondents who visited friends or relatives. In 1964, 32 per cent indicated this reason compared with 34.2 per cent in 1963, a decline of 2.2 percentage points. The proportion of respondents specifying recreation advanced by 1.1 points while the percentage of shopping excursions represented a gain of 0.8 percentage points. Travel for business reasons recorded a rise of 0.3 points while the proportions specifying formal study and health both registered slight increases amounting to 0.1 percentage points.

In Statement 19, data compiled from questionnaires specifying one purpose of trip only are shown on a quarterly basis. Recreation was most popular during the third quarter while visiting friends or relatives was most frequently reported by respondents returning to Canada during the first and final quarters. Trips for business were highest during the second and fourth quarters of the year whereas health as a purpose of trip was most often reported by respondents who returned to Canada during the first two quarters of the year. The latter trend can be traced to the fact that many Canadians return in the spring after spending the winter in the Southern United States for their health. The proportion of respondents reporting business as their purpose of trip amounted

to 15.1 per cent in the second quarter and 17.7 per cent in the fourth quarter. The corresponding 1963 proportions came to 15.7 per cent and 17.2 per cent, respectively. Shopping trips accounted for 2 per cent of the respondents returning in the second quarter and 3.9 per cent in the fourth, increases of 0.5 and 1.5 percentage points, respectively, from the year previous. The percentage of Canadians specifying recreation was highest in the third quarter amounting to 58.8 per cent, an advance of 3.1 points over the 1963 proportion. Recreation also recorded percentage increases in the first and final quarters but showed a decrease in the second quarter. Although visits to friends or relatives was most frequently mentioned by respondents returning to Canada during the first quarter, the proportion specifying this purpose, some 35.7 per cent, represented a decrease when compared with the 40.4 per cent in 1963. Some 4.9 per cent of the persons in the survey returning during the first quarter and 5.9 per cent in the second had indicated health as their purpose of travel. In comparison with 1963, the percentage of travel for this purpose represented no change in the first quarter while the second quarter recorded a slight decline amounting to 0.2 percentage points.

A breakdown by purpose of trip according to province of re-entry was also compiled from questionnaires completed by Canadian travellers reporting on one purpose of trip, and is presented in Statement 20. For all practical purposes the province of re-entry is assumed to be the province of residence. While a certain number of Canadian travellers undoubtedly do re-enter Canada by a province other than their province of residence, data collected have shown that such re-entries make up a very small proportion of the total and are statistically insignificant. The frequency of business trips continued to be higher among residents of Alberta than any other province, amounting to 28.6 per cent in 1964 compared with 24.3 per cent in the preceding year. Canadians re-entering Canada by way of ports in Quebec recorded the second largest proportion of business trips—15.3 per cent, an advance of 3 percentage points over the comparable 1963 proportion. Moreover, some 12.1 per cent of the respondents returning through Ontario, 10.2 per cent of the re-entries via Manitoba and 8.9 per cent of those re-

entering Canada by way of British Columbia and the Yukon Territory indicated they had been on business trips. Some 1.4 per cent of the re-entries through Manitoba specified education or formal study as their purpose for travelling to the United States during 1964. This proportion represented no change from the corresponding percentage recorded in 1963 although the highest proportion of trips for this purpose during the previous year was recorded by re-entries via Saskatchewan (2.2 per cent). In 1964 only 0.5 per cent of the respondents returning through Saskatchewan specified formal study. Shopping trips were most frequently reported by Canadian travellers residing in Saskatchewan. In 1964, 10 per cent of these residents specified shopping compared with only 3.1 per cent in 1963. Travellers from British Columbia and the Yukon Territory reported the next highest proportion of shopping trips with 4 per cent. In general, shopping was specified more frequently by residents of the Western Provinces than by those living in the Eastern Provinces. Recreation, continually the most popular reason for travel, was indicated by 57.3 per cent of the returning residents of Saskatchewan, an increase of 3.1 percentage points over corresponding 1963 data. During 1963, re-entries via Quebec reported recreation most frequently, amounting to 55.7 per cent, while in 1964, 55.8 per cent of the residents returning via ports in Quebec indicated this same purpose. Travel for recreation accounted for 47 per cent of the re-entries via Manitoba and 45.9 per cent of the respondents returning through Ontario, both increases in comparison with 1963. Visits to friends or relatives was particularly popular among residents of the Atlantic Provinces. In 1964, this purpose accounted for 45.3 per cent of the re-entries via ports in the Atlantic Provinces compared with 47.8 per cent the previous year. Visiting friends or relatives was the purpose of trip for 37.8 per cent of the re-entries through British Columbia and the Yukon Territory, and was also specified by 35.1 per cent of those returning by ports in Ontario. Again in 1964 the frequency of travel for reasons of health was highest among residents of Quebec, with 4.4 per cent indicating this purpose. "Other reasons" for travelling to the United States in 1964 ranged from 0.5 per cent of the re-entries through Quebec to 3.2 per cent of the respondents re-entering Canada via ports in Manitoba.

STATEMENT 20. Purpose of Trip¹ Reported by Canadians Returning from the United States by Province of Re-entry, Questionnaire Survey, 1964

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
	per cent							
Maritimes	6.7	0.8	2.7	40.4	45.3	2.7	1.4	100.0
Quebec	15.3	0.6	0.7	55.8	22.7	4.4	0.5	100.0
Ontario	12.1	0.5	1.8	45.9	35.1	3.2	1.4	100.0
Manitoba	10.2	1.4	3.9	47.0	31.6	2.7	3.2	100.0
Saskatchewan	5.7	0.5	10.0	57.3	22.1	2.2	2.2	100.0
Alberta	28.6	1.1	1.0	33.4	31.4	1.6	2.9	100.0
British Columbia and Yukon Territory	8.9	0.7	4.0	45.7	37.8	1.4	1.5	100.0
Canada	12.2	0.6	2.2	48.5	32.0	3.2	1.3	100.0

¹ Questionnaires reporting one purpose only.

Data were also compiled from returned questionnaires (reporting one purpose only) on the purpose of trip according to the type of transportation used in returning to Canada. This information is presented in Statement 21. During 1964, 36 per cent of the non-automobile travellers specified recreation, the same as in 1963, while visiting friends or relatives accounted for 31.2 per cent of the non-automobile travel to the United States, a decline from the 35.8 per cent recorded in 1963. In addition, non-auto travel to the United States for business reasons advanced from 21.8 per cent in 1963 to 24.5 per cent in 1964. In each case, the proportions for all other reasons specified by non-automobile travellers in 1964 were higher than corresponding data for 1963. Some 32.3 per cent of the plane travellers specified business, 35.8 per cent indicated recreation, while 24 per cent recorded visits to friends or relatives. In addition, travellers returning by this means of transportation also recorded the highest proportion of travel for health reasons, amounting to 6 per cent. On the other hand, most of the bus travellers indicated they had been to the United States for recreational purposes (46.3 per cent) or to visit friends or relatives (41.4 per cent). Shopping trips were specified by 4.3 per cent of the respondents who had re-entered Canada by bus. Visiting friends or relatives was the most popular reason given by rail travellers, accounting for 53.9 per cent of the respondents returning to Canada by train. Some 8.8 per cent of the rail travellers indicated they had been to the United

States in 1964 for business reasons. Recreation accounted for the largest single proportion of travel by boat, amounting to 49.1 per cent.

In 1964, recreation was specified by 55.8 per cent of the respondents returning to Canada by automobile compared with 55.5 per cent in the previous year. Visiting friends or relatives was specified by 32.5 per cent of the automobile travellers, a slight decline of 0.5 percentage points from the 1963 proportion. The most significant change with regard to automobile travel by purpose of trip was an increase of 0.9 points in the proportion who had been to the United States for shopping purposes, which amounted to 2.8 per cent. The proportions of travel for business reasons and for formal study remained about the same as in 1963, while the percentages of automobile travellers who reported other purposes of trip in 1964 were slightly below corresponding 1963 data.

When purpose of trip data are examined, consideration must be given to those questionnaires which indicate an in transit trip through the United States to a Canadian province of destination rather than an area visited in the United States. However, in 1964 only about 1 per cent of the long-term Canadian travel movement was in transit. Furthermore, data obtained from questionnaires specifying in transit travel reveal that the majority originated in Ontario, travelled by automobile and were destined for either the Atlantic or the Prairie Provinces.

STATEMENT 21. Purpose of Trip¹ Reported by Canadians Returning from the United States by Type of Transportation, Questionnaire Survey, 1964

Type of transportation	Percentage of persons reporting main purpose of trip							
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
Plane	32.3	1.1	0.1	35.8	24.0	6.0	0.7	100.0
Bus	2.5	0.8	4.3	46.3	41.4	2.0	2.7	100.0
Rail	8.8	1.3	3.0	28.2	53.9	4.0	0.8	100.0
Boat	6.6	—	2.1	49.1	40.1	0.7	1.4	100.0
Totals, non-automobile	24.5	1.1	1.1	36.0	31.2	5.1	1.0	100.0
Automobile	5.0	0.3	2.8	55.8	32.5	2.1	1.5	100.0
Grand totals	12.2	0.6	2.2	48.5	32.0	3.2	1.3	100.0

¹ Questionnaires reporting one purpose only.

Information on the length of stay in the United States was compiled from the questionnaire survey and the results varied significantly according to the purpose of trip, transportation used, province of re-entry and time of year. For purposes of simplification, information on average length of stay was compiled from data representative of all types of transportation.

In 1964, persons who indicated formal study as their purpose of trip remained an average of 74 days which was considerably longer than the average stay for other purposes of trip. The second longest average stay was recorded by persons travelling for health reasons who remained 47.7 days. Canadians specifying recreation as their purpose of trip during 1964 stayed in the United States an average of 11.3

days, while visits to friends or relatives lasted 10.7 days on the average. Shopping trips averaged 2.9 days and business trips 6.9 days. The average length of stay recorded by Canadians specifying "other reasons" came to 11.7 days in 1964.

An examination of average length of stay by purpose of trip according to province of re-entry indicates that the longest average stay for business trips was attributed to residents of British Columbia and the Yukon Territory who remained 9.4 days. Average length of stay per traveller specifying visits to friends or relatives ranged from 8.9 days for re-entries via Quebec to 18.9 days for persons returning through ports in Alberta. An analysis of the questionnaires with purpose of recreation specified shows that residents of the Maritime Provinces averaged the longest stay amounting to 12.5 days, while the shortest length of stay appeared for travellers from Manitoba who averaged 8.4 days.

Additional compilations of data showed that the average length of stay varied with the time of year. For instance, travel for recreation lasted 8.7 days in the third quarter and 14.9 days in the first,

while visiting friends or relatives averaged 9.3 days in the fourth quarter and 12.6 days in the first quarter. The average length of stay per traveller specifying health was highest during the second quarter (74.2 days), reflecting the large number of Canadians returning, at this time of year, from winter vacations in the Southern United States. Compilations showing the average expenditure per person indicate that the highest average expenditure per trip came to \$594.48 and was attributed to Canadians who had travelled to the United States for formal study. A similar analysis of questionnaires reporting health as a purpose of trip shows that respondents in this group recorded the second highest average expenditure per trip—\$477.09. Canadians who had travelled to the United States on business trips during 1964 spent \$177.67 on the average, while the average outlay per trip by respondents who specified recreation amounted to \$156.63. Respondents to the questionnaire survey in 1964 who had visited friends or relatives in the United States spent \$69.16 on the average. The average outlay per person specifying shopping trips to the United States amounted to \$41.96 while the average spent by the group specified as "other travellers" was \$96.90.

Travel Between Canada and Overseas Countries

Volume

Travel between Canada and overseas countries continued to expand during 1964 and the total volume of traffic advanced substantially over the 1963 figure. A breakdown of this traffic reveals that visits direct to Canada by residents of overseas countries numbered 112,763, while Canadians returning from visits overseas totalled 391,645. The number of Canadians travelling to overseas countries represented an increase of 49,588 or between

14 and 15 per cent in comparison with the previous year. As data on overseas visitors to Canada were not available for the first three months of 1963, comparisons cannot be made with the figures for the year 1964. Through the co-operation of the Department of Citizenship and Immigration, data on the number of visitors entering Canada direct from countries other than the United States, which had been discontinued in 1961 and 1962, were again made available early in the spring of 1963.

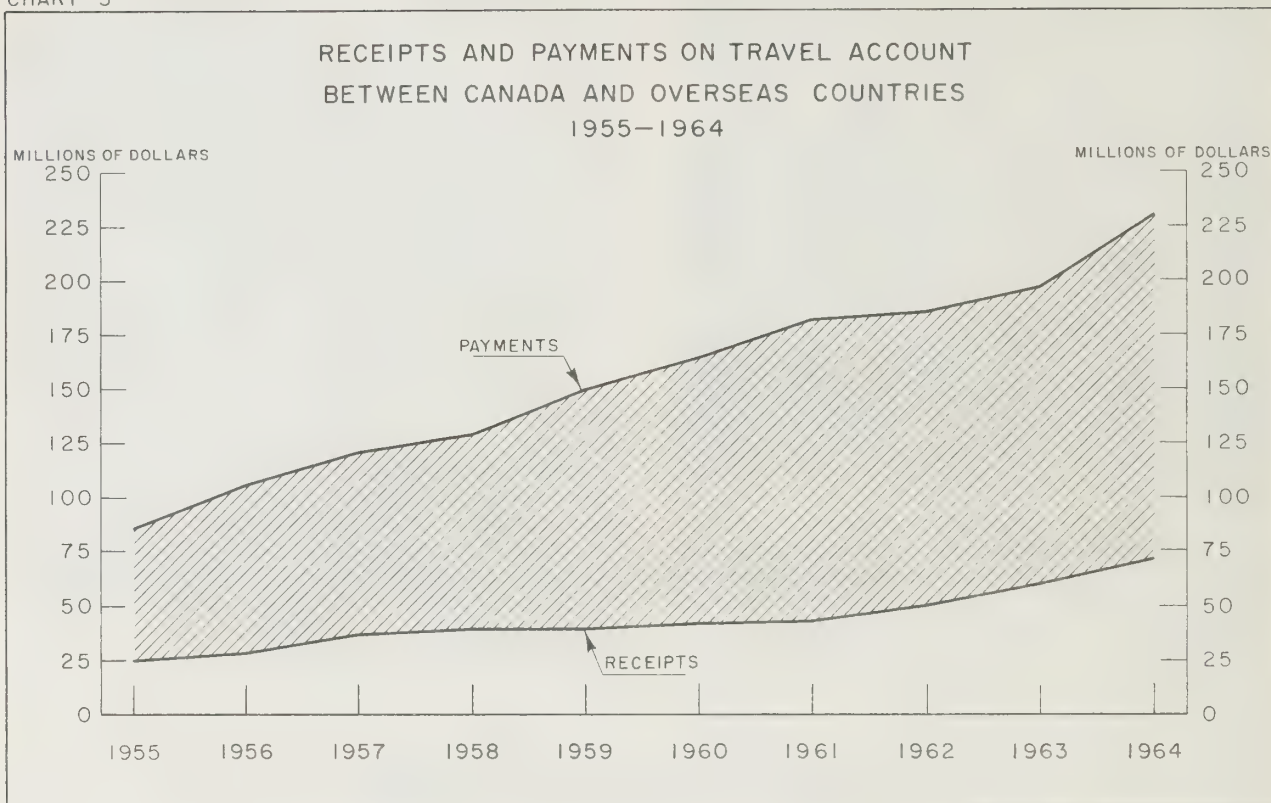
STATEMENT 22. Balance of Payments on Travel Account Between Canada and Overseas Countries,¹ 1963 and 1964²

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. in Europe		All other countries	
	1963	1964	1963	1964	1963	1964	1963	1964	1963	1964
millions of dollars										
Receipts	60	72	28	33	8	11	16	17	8	11
Payments	197	231	70	80	21	23	86	105	20	23
Net balance	- 137	- 159	- 42	- 47	- 13	- 12	- 70	- 88	- 12	- 12

¹ Exclusive of Hawaii.

² Subject to revision.

CHART-3



Expenditures

The net total expenditures involved in travel between Canada and overseas countries are estimated to have reached a record high of \$303 million in 1964. This amount comprises payments by Canadian residents of \$231 million on overseas travel, some \$34 million or 17.3 per cent more than in 1963, and receipts from overseas visitors to Canada of \$72 million, an increase of \$12 million. Therefore,

with payments by Canadians in overseas countries increasing more than receipts from overseas travellers to Canada, the deficit on travel account with overseas countries widened by \$22 million or 16 per cent to \$159 million. This marks the first significant increase in the travel deficit with overseas countries since 1961. During the years 1961 to 1963 the deficit had remained around \$136 million.

Overseas Visitors to Canada

Volume and Expenditures

Non-resident visitors (other than immigrants) arriving in Canada direct from overseas countries numbered 112,763 in 1964. Data for 1963 are available for the last nine months of the year only, and the volume of overseas visitors to Canada during that time amounted to 76,370. The comparable nine-month period of 1964 shows that the volume of entries direct from countries other than the United States numbered 102,624, an increase of 26,254 or 34 per cent over the 1963 figure.

The estimated receipts from residents of overseas countries travelling in Canada during 1964 amounted to \$72 million, an increase of \$12 million or 20 per cent over 1963. Receipts from visitors entering Canada direct from overseas totalled \$51 million, while expenditures of those entering via the

United States are estimated at \$21 million. A further breakdown of the receipts reveals that visitors from the United Kingdom accounted for an estimated \$33 million or 45.8 per cent of the total. Expenditures by travellers from this area increased by \$5 million or 17.9 per cent over 1963. Estimated expenditures by overseas travellers to Canada who came from other "sterling area" countries amounted to \$11 million in 1964, some \$3 million more than in the previous year. Residents of other European countries spent an estimated \$17 million in 1964, accounting for 23.6 per cent of the total receipts from overseas visitors to Canada. In 1963 estimated expenditures by overseas visitors from this area amounted to \$16 million. Estimated expenditures by visitors from areas not already mentioned rose by \$3 million to \$11 million. A quarterly analysis shows that receipts were greatest in the third quarter, amounting to \$30 million. The third quarter

**STATEMENT 23. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Countries, compiled Quarterly, 1964**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom	3,550	14,651	24,845	7,640	50,686
Commonwealth countries (n.e.s.)	1,285	2,144	2,982	1,711	8,122
Australia	199	403	861	521	1,984
Bahamas	96	121	40	85	342
Barbados	81	131	221	81	514
Bermuda	278	390	323	136	1,127
Hong Kong	61	58	229	62	410
India	112	242	270	214	838
Jamaica	315	396	226	232	1,169
New Zealand	64	239	315	232	850
Pakistan	31	22	108	51	212
Trinidad and Tobago	48	142	389	97	676
O.E.C.D. in Europe (n.e.s.)	3,580	11,848	13,717	8,280	37,425
Austria	65	233	473	199	970
Belgium	107	400	555	273	1,335
Denmark	101	646	549	358	1,654
France	635	1,385	2,753	1,658	6,431
Germany	713	2,975	2,967	1,836	8,491
Greece	180	342	424	410	1,356
Ireland (Republic)	66	233	215	89	603
Italy	535	1,137	1,141	860	3,673
Netherlands, The	457	3,402	2,534	1,089	7,482
Norway	163	309	794	416	1,682
Portugal	79	104	149	179	511
Spain	80	80	136	143	439
Sweden	271	238	391	266	1,166
Switzerland	128	364	636	504	1,632
Europe (n.e.s.)	362	1,454	1,277	1,130	4,223
Czechoslovakia	62	302	242	134	740
Finland	21	60	94	79	254
Poland	34	302	325	282	943
U.S.S.R.	47	54	91	115	307
Yugoslavia	72	134	125	159	490
Other European countries	126	602	400	361	1,489
Africa	96	162	382	220	860
South Africa (Republic)	52	88	109	87	336
Other African countries	44	74	273	133	524
Asia (n.e.s.)	294	500	983	1,191	2,968
China	48	62	108	99	317
Japan	205	331	568	877	1,981
Other Asian countries	41	107	307	215	670
Middle East	118	264	380	477	1,239
Israel	55	131	198	270	654
Other Middle East countries	63	133	182	207	585
Central America	548	1,440	1,438	905	4,331
Mexico	458	1,268	1,346	720	3,792
Other Central American countries	90	172	92	185	539
South America	112	240	528	392	1,272
Argentina	21	84	103	79	287
Other South American countries	91	156	425	313	985
West Indies (n.e.s.)	53	69	489	137	748
Other countries	141	198	347	203	889
Grand totals	10,139	32,970	47,368	22,286	112,763

also showed the largest increase in comparison with 1963—some \$5 million. Estimated expenditures of overseas visitors during the second quarter totalled \$20 million, some \$2 million more than in the same period of 1963. Receipts from overseas

visitors in the first quarter are estimated at \$6 million, an increase of \$1 million, while in the fourth quarter receipts of \$16 million represent a gain of \$4 million in comparison with 1963 data.

**STATEMENT 24. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Ports of Entry, compiled Quarterly, 1964**

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	212	544	734	377	1,867
Halifax Airport, N.S.	245	770	1,150	570	2,735
Montreal Airport, Que.	6,173	13,899	17,640	12,040	49,752
Toronto Airport, Ont.	1,793	7,385	18,158	4,094	31,430
Winnipeg, Man.	160	842	1,306	614	2,922
Edmonton, Alta.	136	1,259	474	180	2,049
Vancouver Airport, B.C.	865	1,199	2,608	2,064	6,736
Totals	9,584	25,898	42,070	19,939	97,491
Halifax, N.S. (vessel)	292	208	47	154	701
Montreal, Que. (vessel)	—	463	960	288	1,711
Quebec, Que.	—	5,761	3,275	1,172	10,208
Vancouver, B.C. (vessel)	57	184	316	321	878
Totals	349	6,616	4,598	1,935	13,498
Other ports (aeroplane and vessel)	206	456	700	412	1,774
Grand totals	10,139	32,970	47,368	22,286	112,763

The aeroplane was the most popular form of transportation used by overseas visitors travelling to Canada in 1964. Some 98,135 or 87 per cent of the total number of direct entries from overseas countries arrived at the main Canadian airports. Direct arrivals by boat at the main harbours amounted to 13,509, which represents 12 per cent of the total. The breakdown in type of transportation is not available for the remaining 1,119 arrivals who account for about 1 per cent of the total.

Visitors arriving directly from the United Kingdom during 1964 numbered 50,686 and represented 45 per cent of the total number of non-immigrant entries from overseas countries. The number of overseas visitors originating in other Commonwealth countries totalled 8,870 which amounts to 8 per cent of the total volume. Non-immigrant entries from other European countries numbered 37,425, accounting for 33 per cent of the total, while visitors from areas not already specified amounted to 15,782, constituting 14 per cent of the direct entries from overseas.

Length of Stay

Based on compilations from the response to questionnaires which are distributed by port officials to a sample of overseas visitors to Canada, residents of the United Kingdom remained in Canada between 33 and 34 days on the average. Persons from other European countries averaged 34 days in Canada while respondents who were residents of

other Commonwealth countries remained in Canada an average of about 26 days. The average length of stay reported by visitors from areas not already specified amounted to between 15 and 16 days. While overseas visitors travelling to Canada by boat reported a higher average length of stay than plane travellers, it could be that some included the number of days en route to Canada, although they were requested to report only the length of stay in Canada. However, boat travel seems to be the popular choice of transportation for persons with more time to spend on travel and usually the length of stay at destination is longer than that of the plane travellers.

Purpose of Trip

The purpose of trip reported by overseas visitors to Canada during 1964 was ascertained from the aggregate of all questionnaires reporting one or more purposes of trip. Those reporting more than one purpose were weighted and combined with those reporting one purpose only. The resulting information is presented quarterly by area of residence in Statement 25. During 1964, 66.5 per cent of all travellers from overseas countries came to Canada to visit friends or relatives. The corresponding proportion in 1963 amounted to 72.5 per cent. Some 17.8 per cent of the respondents specified business as their purpose for travelling to Canada compared with 15.1 per cent in 1963, while the proportion of travellers who came to Canada for recreational purposes advanced by between 2 and 3 percentage points to 13.3 per cent.

**STATEMENT 25. Purpose of Trip reported by Overseas Visitors to Canada,
compiled Quarterly by Country of Residence, 1964**

Country of residence	Business	Formal study	Recreation	Visiting friends or relatives	Government service
	per cent				
Aeroplane and vessel:					
First quarter:					
United Kingdom	35.3	—	2.0	59.3	3.4
Other European countries	53.2	1.6	6.5	38.7	—
Other Commonwealth countries	28.3	—	17.4	54.3	—
All other countries	23.1	—	—	76.9	—
Totals	37.0	0.3	5.3	55.6	1.8
Second quarter:					
United Kingdom	27.4	—	7.8	63.8	1.0
Other European countries	24.6	2.9	15.4	55.9	1.2
Other Commonwealth countries	22.7	0.9	34.1	42.3	—
All other countries	15.0	5.0	42.5	35.0	2.5
Totals	25.1	1.1	16.7	56.2	0.9
Third quarter:					
United Kingdom	3.5	0.2	10.8	84.5	1.0
Other European countries	13.0	0.7	13.9	71.1	1.3
Other Commonwealth countries	18.2	—	32.5	48.0	1.3
All other countries	8.1	—	48.7	40.5	2.7
Totals	6.9	0.2	14.5	77.2	1.2
Fourth quarter:					
United Kingdom	18.5	0.8	6.5	72.7	1.5
Other European countries	39.3	4.2	5.5	48.7	2.3
Other Commonwealth countries	15.2	—	30.4	41.3	13.1
All other countries	40.5	—	18.9	40.6	—
Totals	26.2	1.7	9.3	60.1	2.7
Year:					
United Kingdom	13.9	0.2	8.7	75.9	1.3
Other European countries	25.5	2.2	11.5	59.3	1.5
Other Commonwealth countries	20.5	0.4	31.5	44.9	2.7
All other countries	21.2	1.6	33.1	42.5	1.6
Grand totals	17.8	0.9	13.3	66.5	1.5

Purpose of trip showed considerable variation according to the area of residence. Almost 76 per cent of the visitors arriving from the United Kingdom came to Canada to visit friends or relatives, while, on the other hand, the proportion of arrivals from other countries who specified this purpose amounted to only 42.5 per cent. The percentage of travel for business reasons ranged from close to 14 per cent of the visitors from the United Kingdom to between 25 and 26 per cent of the respondents originating in other European countries. Recreation was reported by only 8.7 per cent of the travellers

from the United Kingdom but by more than 33 per cent of the arrivals from other countries.

Purpose of trip also displayed marked variation on a quarterly basis. For example, the percentage of travellers who came to Canada to visit friends or relatives ranged from between 55 and 56 per cent in the first quarter to more than 77 per cent in the third. Similarly, travel for business reasons accounted for only about 7 per cent of the overseas arrivals during the third quarter but in the first quarter this proportion amounted to 37 per cent.

Summary of Canadian Travel Overseas (Direct and via the United States)

The number of Canadian residents returning from trips to countries other than the United States has been steadily increasing during the past few years. The economy-priced chartered trips to overseas countries, arranged by organizations, groups, et cetera, have become very popular and, no doubt, contributed to the impressive upsurge in volume for this important segment of travel in 1964. Moreover, the increased interest of Canadians in overseas travel is also evident in expenditures which rose substantially over the 1963 figure.

Residents of Canada returning from trips to countries other than the United States during 1964 amounted to 391,645. This represents an increase of 49,588 or 14.5 per cent over the previous year. A breakdown of this total shows 322,645 residents returning direct to Canada and 69,000 returning via the United States. Comparable data for 1963 show 282,057 returning direct and 60,000 returning via the United States.

Gross expenditures by Canadians returning from trips to countries other than the United States during 1964 are estimated at \$320 million, compared with \$277 million in 1963, an increase of \$43 million or 15.5 per cent. Included in this total are \$165 million for expenditures in overseas countries and \$155 million for oceanic transportation costs. In the previous year, expenditures in overseas countries amounted to \$139 million while oceanic transportation costs totalled \$138 million. Included in the cost of oceanic transportation are payments to Canadian and United States transportation companies amounting to \$79 million and \$10 million, respectively. Payments to Canadian carriers do not represent a transfer of funds outside the country and, therefore, are not included in data on balance of payments. On the other hand, payments to United States carriers are transferred to the travel account between Canada and the United States. Net expenditures of Canadians returning from overseas countries amounted to \$231 million in 1964, a substantial advance of \$34 million or 17.3 per cent over the

preceding year. This \$231 million represents the debit part of the balance of payments on travel account between Canada and overseas countries.

A breakdown of the debits by area shows that the United Kingdom accounted for \$80 million or about 35 per cent of the total payments. Other sterling areas received \$23 million or 10 per cent, other O.E.C.D. countries in Europe \$105 million or 45 per cent, while payments to all other countries totalled \$23 million, which amounts to 10 per cent of the total. In comparison with 1963, payments to other O.E.C.D. countries showed the largest advance, amounting to \$19 million. Increases were also recorded by the United Kingdom (\$10 million), other sterling areas (\$2 million) and all other countries (\$3 million).

Based on survey data, estimates on some of the main destinations of Canadians travelling to countries other than the United States indicate that about 172,000 trips were taken to the United Kingdom and 180,000 to O.E.C.D. countries. Included in both these estimates are some 88,000 persons who took trips to both areas. Residents visiting other Commonwealth countries in 1964 are estimated at 60,000, some 56,000 of whom visited Bermuda and the Caribbean area. The number of Canadians estimated to have visited areas not already specified amounted to 47,000. Included in this figure are an estimated 25,000 Canadian visits to Mexico. In addition, data from the 1964 survey of Canadians visiting countries other than the United States indicate that approximately 18,000 of the travellers visited two or more areas and some 3,000 are estimated to have taken cruises.

An additional breakdown on the estimated number of trips to some of the European countries visited most frequently by Canadian residents returning either direct or via the United States from overseas, indicates that 84,000 visits were made to France, 68,000 to Germany, 54,000 to Switzerland, 53,000 to Italy and 51,000 to The Netherlands. These figures do not include the many visits made to these countries by Canadian civilian or military personnel posted overseas.

Canadian Travel Overseas (Direct)

Volume

During the year 1964 there was a substantial increase in the number of Canadian travellers returning direct from trips to countries other than the United States. Volume figures show there were 322,645 residents who returned direct from trips overseas as compared with 282,057 in 1963, an advance of 40,588 or 14.4 per cent. An analysis on a quarterly basis shows that travel overseas experienced gains in each quarter, particularly in the

second and third quarters. Re-entries during the second quarter rose by 14,205 or almost 24 per cent to 74,043, while Canadians returning direct from overseas countries during the third quarter amounted to 123,395, a gain of 15,059 or about 14 per cent in comparison with the same period of 1963. Direct re-entries totalled 67,176 in the first quarter and 58,031 in the final quarter, while the corresponding numbers in 1963 were 60,502 and 53,381, respectively.

**STATEMENT 26. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1960-64**

Port of re-entry	1960	1961	1962	1963	1964
Gander, Nfld.	4,471	6,885	6,962	5,421	4,537
Halifax Airport, N.S.	1,588 ¹	5,355	5,817	7,610	7,673
Sydney Airport, N.S.	656	795	906	1,111	695
Montreal Airport, Que.	77,965	96,859	104,184	105,399	119,866
Ottawa, Ont.	51	2,511	2,253	2,145	5,194
Toronto Airport, Ont.	36,673	44,021	57,472	77,578	89,839
Winnipeg, Man.	483	3,997	4,357	5,726	8,285
Edmonton, Alta.	2,705	2,575	4,107	6,694	8,572
Calgary, Alta.	—	150	438	1,350	3,193
Vancouver Airport, B.C.	17,040	16,630	19,806	23,652	26,616
Totals	141,632	179,778	206,302	236,686	274,470
St. John's Nfld.	430	300	16	15	8
Halifax, N.S. (vessel)	4,502 ²	2,789	2,550	2,295	2,186
Saint John, N.B.	399	510	2,283	233	77
Quebec, ³ Que.	34,601	30,524	27,713	23,786	18,891
Vancouver, B.C. (vessel)	1,512	2,526	2,718	2,160	2,529
Totals	41,444	36,649	35,280	28,489	23,691
Other ports (aeroplane and vessel)	5,490	6,691	11,818	16,882	24,484
Grand totals	188,566	223,118	253,400	282,057	322,645

¹ August-December inclusive.² Includes re-entries by aeroplane prior to August, 1960.³ Many returning residents cleared at Quebec disembark at Montreal.

**STATEMENT 27. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, compiled Quarterly, 1964**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Gander, Nfld.	897	1,057	1,498	1,085	4,537
Halifax Airport, N.S.	784	2,413	2,892	1,584	7,673
Sydney Airport, N.S.	—	—	627	68	695
Montreal Airport, Que.	24,581	28,441	44,309	22,535	119,866
Ottawa, Ont.	393	1,284	2,695	822	5,194
Toronto Airport, Ont.	19,312	20,391	35,363	14,773	89,839
Winnipeg, Man.	968	1,847	3,905	1,565	8,285
Edmonton, Alta.	754	2,682	4,072	1,064	8,572
Calgary, Alta.	939	945	1,121	188	3,193
Vancouver Airport, B.C.	10,206	4,385	7,547	4,478	26,616
Totals	58,834	63,445	104,029	48,162	274,470
St. John's, Nfld.	—	2	6	—	8
Halifax, N.S. (vessel)	1,166	353	209	458	2,186
Saint John, N.B.	—	—	—	77	77
Quebec, ¹ Que.	—	5,131	10,122	3,638	18,891
Vancouver, B.C. (vessel)	1,145	617	408	359	2,529
Totals	2,311	6,103	10,745	4,532	23,691
Other ports (aeroplane and vessel)	6,031	4,495	8,621	5,337	24,484
Grand totals	67,176	74,043	123,395	58,031	322,645

¹ Many returning residents cleared at Quebec disembark at Montreal.

Expenditures

It is estimated that the gross expenditures by Canadians returning direct from overseas countries climbed to a record high of \$256 million in 1964, an increase of \$28 million or approximately 12 per cent compared with 1963. Of this \$256 million, \$134 million was allocated for expenditures in overseas countries and \$123 million for oceanic transportation costs. Included in the transportation costs are some \$3 million in payments to United States carriers which are debited to the travel account with that country, and \$71 million in fares to Canadian carriers which do not represent a movement of money outside Canada and, therefore, are not included in the net payments of Canadians travelling overseas. The transportation costs paid to Canadian carriers represented approximately 58 per cent of all transportation payments to both foreign and domestic carriers. This proportion represents no increase over the corresponding 1963 figure. During the period 1960-63, the share that Canadian transportation companies received of the total transportation costs had been steadily increasing. Canadians returning direct in 1964 paid about \$49 million to carriers (other than those of United States or Canadian registry) for transportation to and from North America and their expenditures in overseas countries amounted to some \$134 million, together representing a total of \$183 million in payments. This marks an increase of \$22 million or 13.7 per cent over the 1963 amount.

A breakdown of the estimated expenditures by Canadians within overseas countries (excluding all transoceanic transportation costs) shows that disbursements within the United Kingdom amounted to \$43.1 million, marking an increase of \$4 million or about 10 per cent in comparison with 1963 data. Other European countries received \$64 million, exceeding the figure for the previous year by \$12.2 million or almost 24 per cent. Canadians returning direct from travel to other sterling areas spent \$15.1 million within these countries, around \$0.5 million or between 3 and 4 per cent more than in 1963. Expenditures within all other countries not elsewhere specified were also higher in 1964, advancing by \$1.9 million to \$11.4 million.

A comparison with 1963 on a quarterly basis shows that payments by Canadians for overseas travel (exclusive of transportation costs to United States and Canadian carriers) recorded gains in each quarter. Net payments in the first quarter amounted to \$32 million, a gain of \$5 million or about 19 per cent, while payments in the second quarter rose by \$5 million or between 13 and 14 per cent to \$42 million. During the third quarter, expenditures by Canadians returning direct from overseas countries totalled \$73 million as compared with \$65 million in the same period of the previous year. An estimated \$36 million was spent on overseas travel by Canadians returning direct in the final quarter, \$4 million or 11 per cent more than in the same quarter of 1963.

Type of Transportation

Air lines (both foreign and domestic) received over 90 per cent of all overseas transportation costs paid by Canadian travellers returning direct in 1964. This was an increase of between three and four percentage points over the comparable 1963 proportion. Further evidence of the popularity of air travel may be gained from an analysis of Statement 26 which shows the number of Canadians returning direct from overseas countries by principal ports of re-entry into Canada. It should be noted that, beginning in 1964, certain airports, which previously did not receive sufficient traffic to warrant their being listed, have been included in Statement 26. Greenwood, Nova Scotia, has been deleted because of the low volume of re-entries. Data in Statement 26 for the years 1960 to 1963 have been revised to allow comparisons with 1964. An analysis shows that direct re-entries via the principal airports numbered 274,470, representing about 85 per cent of the total volume or an increase of around 1 percentage point over the comparable 1963 proportion. In addition, the total number of re-entries via the principal airports marked an advance of 37,784 or 16 per cent in comparison with 1963. On the other hand, the number of Canadians returning direct from overseas countries at principal seaports in 1964 dropped 4,798 or about 17 per cent to 23,691. Other ports (both aeroplane and vessel) not elsewhere mentioned in Statement 26 accounted for 24,484 or between 7 and 8 per cent of the direct re-entries in 1964 as compared with about 6 per cent in 1963.

With the exception of Gander, Newfoundland, and Sydney, Nova Scotia, all major airports reported a greater volume of direct re-entries in 1964 than in the previous year.

Montreal Airport with 119,866 re-entries experienced the largest absolute gain with an increase of 14,467 re-entries or 14 per cent in comparison with the volume recorded in 1963. The number of Canadians who returned direct from trips to overseas countries at Malton Airport, Toronto, increased by 12,261 or 16 per cent to 89,839. Direct re-entries at Vancouver Airport in 1964 amounted to 26,616, an increase of 2,964 or between 12 and 13 per cent over the 1963 figure. The number of Canadians returning directly to Canada by vessel was lower at each seaport except Vancouver. Re-entries by boat at the latter port amounted to 2,529 in 1964, an increase of 369 re-entries over the previous year. Most of the decrease in the number of Canadians returning direct by vessel was attributable to the port of Quebec, where 4,895 or between 20 and 21 per cent fewer re-entries were reported.

Residents of Canada returning direct from overseas by port of re-entry on a quarterly basis are shown in Statement 27. Re-entries in each of the four quarters of 1964 were greater than in the corre-

sponding periods of 1963. The third quarter experienced the largest increase in volume with re-entries in this quarter advancing by 15,059 or 14 per cent to 123,395. On the other hand, the largest percentage gain occurred during the second quarter amounting to about 24 per cent. Direct re-entries in the first and fourth quarters represented increases of 11 per cent and 9 per cent, respectively. Re-entries in the third quarter accounted for 38 per cent of the total number of Canadians returning direct from overseas countries, about the same proportion as in 1963. Some 21 per cent of the direct re-entries were recorded in the first quarter, 23 per cent in the second and 18 per cent in the fourth quarter. A quarterly analysis of the number of Canadians returning directly to Canada by plane in 1964 shows that the third quarter accounted for about 38 per cent of the re-entries by this type of transportation. Approximately 21 per cent of the direct re-entries by air can be attributed to the first quarter, 23 per cent to the second and 18 per cent to the fourth quarter. Direct re-entries by vessel show more quarterly variation than plane travel. Canadian travellers returning direct from overseas by vessel in the third quarter represented about 45 per cent of the total re-entries by boat, while the first quarter accounted for only 10 per cent, the second quarter 26 per cent and the fourth quarter 19 per cent. The St. Lawrence River ports are mainly responsible for the low volume of re-entries by vessel recorded during the first quarter of the year. Since airports are not affected as much by winter conditions as seaports, the quarterly trends are not so pronounced in plane travel.

Destination

Data on destinations reported by Canadian travellers returning direct from trips overseas are arranged on the basis of the area rather than the country visited, as many of the respondents, and particularly those reporting on trips to Europe, indicate several countries visited on one trip abroad. Data from the 1964 compilations are presented in Statement 28, on a quarterly basis by type of transportation. In 1964 the percentage of travel to the United Kingdom only, amounted to 25.1 per cent, while the proportion of combined trips to both the United Kingdom and other European areas was 23.9 per cent. Accordingly, some 49 per cent of the direct re-entries in 1964 visited either the United Kingdom only or in combination with trips to Continental Europe. Using survey data as a basis, it is estimated that some 158,000 Canadians visited the United Kingdom in 1964 and returned direct to Canada. Included in this estimate are some 77,000 Canadians who visited the United Kingdom and also one or more other European countries.

Survey results also indicate that visits to Continental Europe only, were reported by 25.3 per cent of the respondents returning direct to Canada in 1964. As already noted, an additional 23.9 per cent specified visits to both Continental Europe

and the United Kingdom. Again using the survey as a basis, it is estimated that some 159,000 Canadians (including the 77,000 persons who visited both the United Kingdom and the Continent) visited Continental Europe in 1964. Many Canadians include more than one country in their trip, and the 159,000 persons are estimated to have made some 430,000 visits to Continental European countries during 1964. The indicated percentages visiting one or more Continental European countries are as follows: one country 41 per cent; two countries 19 per cent; three countries 13 per cent; four countries 8 per cent; five countries 6 per cent; six countries 5 per cent; and seven or more countries 8 per cent. These figures represent relatively little change from the comparable 1963 proportions. These estimates are based on the results compiled from questionnaires covering about 6,700 persons who had visited the United Kingdom and Continental Europe during 1964. Survey results show that, by percentage of visits, the main countries visited in Continental Europe in order were: France, Germany, Switzerland, The Netherlands, and Italy. Further compilations from the survey indicate that the estimated number of visits to France by Canadians returning direct in 1964 amounted to 74,000. In addition, some 60,000 visits were made to Germany, 48,000 to Switzerland, 46,000 to The Netherlands, and 45,000 to Italy. The above estimates do not include visits made by persons returning from Europe via the United States or the many visits to these countries by members of the Canadian armed forces and civilian personnel posted in Europe.

The proportion of respondents who indicated they had been to other Commonwealth countries in 1964 amounted to 12.3 per cent. Based on the survey results, it is estimated that some 40,000 Canadians visited other Commonwealth areas in 1964. The popular destinations within this classification were countries previously included in the former West Indies Federation, the Bahamas, and Bermuda. These areas accounted for about 38,000 of the visits to other Commonwealth countries. Survey results also showed that some 10.3 per cent of the respondents who returned direct had visited areas not already mentioned. The destination reported most frequently by this group of travellers was Mexico, which accounted for 5.3 per cent of the aggregate or an estimated 17,000 visits during the year. Other areas included in this category are Hawaii, Central and South America, the Far East, etc. The percentage of respondents who indicated they had been to a combination of several areas amounted to 3.1 per cent in 1964.

A quarterly comparison with 1963 destination data shows that travel to some areas displayed considerable change in the various quarters of the year. The proportion of Canadians who travelled to both the United Kingdom and Continental Europe ranged from 11.2 per cent of the re-entries in the first quarter to 31.1 per cent in the third quarter. Travel to Continental Europe only, accounted for 27.8 per cent of the direct re-entries in the third

STATEMENT 28. Destination reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Type of Transportation, 1964

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane:					
United Kingdom only	16.8	22.8	34.4	20.5	25.5
United Kingdom and other European countries	10.3	19.2	29.4	26.6	22.3
Other European countries only	20.1	22.4	27.8	27.7	25.4
Other Commonwealth countries	24.3	18.8	3.2	11.9	13.2
All other countries	26.0	13.8	2.8	8.7	10.6
Combined destinations	2.5	3.0	2.4	4.6	3.0
Totals	100.0	100.0	100.0	100.0	100.0
Vessel:					
United Kingdom only	20.0	22.7	25.4	19.4	20.6
United Kingdom and other European countries	56.9	29.9	45.4	45.0	42.5
Other European countries only	23.1	28.6	27.4	20.9	24.4
Other Commonwealth countries	—	4.5	—	—	0.9
All other countries	—	6.5	—	9.3	6.9
Combined destinations	—	7.8	1.8	5.4	4.7
Totals	100.0	100.0	100.0	100.0	100.0
Aeroplane and vessel:					
United Kingdom only	16.8	22.8	33.4	20.4	25.1
United Kingdom and other European countries	11.2	19.7	31.1	27.7	23.9
Other European countries only	20.2	22.7	27.8	27.3	25.3
Other Commonwealth countries	23.9	18.1	2.9	11.2	12.3
All other countries	25.5	13.5	2.5	8.7	10.3
Combined destinations	2.4	3.2	2.3	4.7	3.1
Grand totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

quarter, a gain of 2.7 percentage points in comparison with the corresponding percentage in 1963. The percentage of travel to Continental Europe only, also increased in the first and second quarters but decreased during the fourth quarter when compared with the previous year. The proportion of visits to other Commonwealth areas was higher during the first half of the year, reflecting the popularity of winter vacations in West Indies countries, the Bahamas, and Bermuda. Almost 24 per cent of the Canadians re-entering in the first quarter and about 18 per cent in the second quarter had been to other Commonwealth areas, whereas the percentages for the third and fourth quarters were 2.9 per cent and 11.2 per cent, respectively. Similarly, the percentage of Canadians specifying visits to "all other countries" was higher during the first and second quarters of 1964. The percentage of visits to combined destinations displayed little quarterly variation during the year.

The destinations reported by Canadian travellers returning direct shows considerable variation in the areas visited when examined on a port of re-entry

basis. For example, a higher proportion of direct re-entries through the airports at Gander, Newfoundland and Halifax, Nova Scotia, were returning from visits to European countries than were re-entries through Dorval and Malton. Some 52 per cent of the respondents re-entering at each of the airports of Gander and Halifax specified visits to the United Kingdom. On the other hand, only about 21 per cent of the re-entries via Dorval and 30 per cent at Malton had visited the United Kingdom. A similar though somewhat less pronounced trend can be noted in the percentage of persons returning via these four ports who had been to both the United Kingdom and Continental Europe. In the case of Dorval and Malton, a higher proportion of the direct re-entries through these two airports reported more southerly destinations, such as Mexico, West Indies countries, and the Bahamas. In 1964, some 4 per cent of the re-entries direct at Malton had been to Bermuda, about 15 per cent to West Indies countries, 6 per cent to the Bahamas and close to 7 per cent to Mexico. Most of the respondents who re-entered Canada through the airports at Winnipeg, Manitoba and Edmonton, Alberta, were returning from trips to

European countries, while, on the other hand, those who re-entered at Vancouver Airport were more evenly distributed according to destination. For instance, trips to the United Kingdom only, amounted to 8 per cent of the re-entries at the latter port, while between 10 and 11 per cent had visited other European countries as well. Furthermore, the proportion of re-entries at Vancouver Airport indicating destinations in Continental Europe only, amounted to just over 18 per cent. Generally, a higher proportion of travel to non-European destinations was recorded at this airport than at others across Canada, with 15 per cent of the re-entries returning from Mexico and 39 per cent from Hawaii.

The percentage of direct re-entries by vessel at the seaports of Montreal and Quebec who had visited the United Kingdom only, amounted to about 25 per cent. Some 44 per cent of the persons returning by ship at these ports had taken trips to both the United Kingdom and other Europe, while 28 per cent had visited Continental Europe only. A similar analysis of re-entries via the Atlantic seaports also indicates a high percentage of travel to European areas. While respondents re-entering Canada by vessel at Vancouver not unexpectedly reported very few destinations in Europe, many indicated travel to a combination of several areas and to Hawaii.

Length of Stay

A further examination of overseas questionnaires completed by residents of Canada returning direct revealed that the average length of stay abroad varied with the country visited and the type of transportation used. Data on length of stay are presented in Statements 29 and 30. In 1964, respondents returning direct from visits to the United Kingdom only, had remained about 32 days on the average in comparison with about 34 days the preceding year. Canadians returning by plane averaged 31 days in the United Kingdom, approximately 1 day more than in 1963, while boat travellers remained an average of 53 days, some 7 days less than in the previous year. The average length of stay for respondents returning direct after a combined trip to the United Kingdom and other European countries was 41 days in 1964, some 2 days longer than in 1963. Re-entries by plane averaged between 37 and 38 days while boat travellers remained an average of 70 days. Comparable 1963 averages show plane travellers with 36 days and boat travellers with 52 days. Canadians re-entering direct from travel to countries in Continental Europe averaged a visit lasting between 38 and 39 days in 1964, about 3 days less than in 1963. The average length of stay for plane travellers declined by 3 days to 36 days but the average for persons returning by

STATEMENT 29. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries,¹ compiled by Destination and Type of Transportation, 1963-64

Destination reported	Aeroplane		Vessel		Aeroplane and vessel	
	1963	1964	1963	1964	1963	1964
	number of days					
United Kingdom only	30.0	30.7	60.2	52.8	34.4	32.0
United Kingdom and other European countries	36.3	37.4	51.8	70.3	39.0	41.0
Other European countries only	38.9	35.7	71.4	74.8	41.4	38.4
Other Commonwealth countries	17.1	17.1	115.0 ³	46.6	17.3	17.3
All other countries ²	21.7	19.6	44.2	38.5	22.3	20.2

¹ Including Hawaii.

² Excluding travel to more than one area per trip.

³ Mainly trips to Australia and New Zealand.

vessel increased by between 3 and 4 days to 75 days. Data on residents returning from trips to other Commonwealth countries show the average length of stay was 17 days, the same as in 1963. Those returning direct by plane averaged 17 days, representing no change over 1963, while direct re-entries by vessel averaged between 46 and 47 days. Some of the more popular destinations within this category were Bermuda, West Indies countries, Australia and New Zealand. Moreover, a high proportion of the travel to these areas was by plane. The average length of stay also showed considerable variation according to the country visited within this classification. For example, trips to Bermuda averaged 14 days, trips to West Indies countries 18 days,

whereas respondents visiting Australia and New Zealand remained an average of 97 days. Canadian travellers returning direct from areas not already specified spent an average of 20 days per trip in 1964, a decrease of about 2 days from the 1963 average. The most popular destinations within this category were Mexico, Central America and Hawaii. Respondents who had been to Mexico averaged a 19 days stay while visits to Central America lasted 15 days on the average. The average length of stay of respondents who returned direct from trips to Hawaii amounted to 20 days. In summary, the average length of stay reported by Canadians returning direct from overseas trips in 1964 differed very little in comparison with the 1963 averages.

STATEMENT 30. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Destination and Type of Transportation, 1964

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane:					
United Kingdom only	30.6	26.0	32.1	32.5	30.7
United Kingdom and other European countries	38.9	27.5	40.5	38.6	37.4
Other European countries only	34.1	32.2	38.4	35.2	35.7
Other Commonwealth countries	15.1	21.5	17.4	13.6	17.1
All other countries ²	18.4	22.3	20.2	19.0	19.6
Vessel:					
United Kingdom only	60.0	51.1	50.6	63.8	52.8
United Kingdom and other European countries	92.0	135.3	55.0	67.0	70.3
Other European countries only	54.9	117.2	62.8	85.6	74.8
Other Commonwealth countries	—	46.6	—	—	46.6
All other countries ²	—	32.2	44.7	35.3	38.5
Aeroplane and vessel:					
United Kingdom only	31.3	27.2	33.6	34.2	32.0
United Kingdom and other European countries	44.2	35.3	42.5	40.9	41.0
Other European countries only	34.5	37.3	40.9	37.4	38.4
Other Commonwealth countries	15.1	21.8	17.4	13.6	17.3
All other countries ²	18.4	22.5	23.4	20.6	20.2

¹ Including Hawaii.

² Excluding travel to more than one area per trip.

Data in Statement 30 show the variation in the length of stay according to the time of year. Canadians visiting the United Kingdom only, remained longer during the fourth quarter (34 days), followed by the third, first and second quarters, in that order by length of stay. Canadians re-entering Canada direct in the first quarter, after visiting both the United Kingdom and Continental Europe, averaged 44 days, followed by 43 days reported by persons returning in the third quarter, 41 days in the fourth and 35 days in the second quarter. Respondents returning from trips to Continental Europe averaged 41 days in the third quarter, 37 days in both the second and fourth quarters and between 34 and 35 days in the first quarter. The average visit to other Commonwealth countries, which is weighted by visits of from 10 to 20 days to Bermuda and the Caribbean area, was of shorter duration than visits to Europe or other areas. The average length of stay reported by this group ranged from between 13 and 14 days in the fourth quarter to about 22 days in the second quarter. Visits to countries not already specified varied from an average of about 18 days in the first quarter to about 23 days in the third quarter.

Purpose of Trip

As in previous years, data were compiled in 1964 on the purpose of trip reported by the respondents to the survey who returned direct from overseas. By means of a weighting process, all questionnaires reporting one or more purposes of trip were used to obtain the information which is presented by type of transportation in Statement 31 on a quarterly basis, and by destination in Statement 32. Survey results show that recreation was specified by 45.3 per cent of the respondents, about 1 percentage point more than in 1963. Between 43 and 44 per cent of the respondents in 1964 had travelled overseas to visit friends or relatives in comparison with 44.4 per cent in 1963. There was also a slight drop of less than one-half per cent in the portion specifying business reasons for travelling overseas, while about the same percentage of re-entries (2.2 per cent) specified health reasons in 1964 as in 1963. Formal study was indicated by 1.1 per cent of the respondents returning direct from overseas in 1964, a slight gain of 0.3 percentage points in comparison with the proportion in the preceding year.

STATEMENT 31. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly by Type of Transportation, 1964

Type of transportation by quarter	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
First quarter	6.1	0.8	4.5	55.1	33.5
Second quarter	11.7	0.5	3.2	46.9	37.7
Third quarter	5.7	1.0	0.7	37.7	54.9
Fourth quarter	12.4	1.5	1.1	45.5	39.5
Year	8.2	0.9	2.3	45.3	43.3
Vessel:					
First quarter	1.5	3.1	3.4	54.9	37.1
Second quarter	2.6	5.6	3.6	35.2	53.0
Third quarter	2.4	1.8	1.1	46.2	48.5
Fourth quarter	3.3	2.3	2.6	55.5	36.3
Year	2.5	2.6	1.9	46.3	46.7
Aeroplane and vessel:					
First quarter	6.0	0.9	4.5	55.1	33.5
Second quarter	11.3	0.8	3.2	46.4	38.3
Third quarter	5.4	1.1	0.7	38.5	54.3
Fourth quarter	11.9	1.5	1.2	46.1	39.3
Year	7.9	1.1	2.2	45.3	43.5

¹ Including Hawaii.

During 1964, the difference between the proportion of plane and boat travellers who had gone overseas for recreational purposes amounted to 1 percentage point. Some 45.3 per cent of the plane travellers who responded to the survey specified recreation compared with 46.3 per cent of the re-entries by boat. Travel overseas for the purpose of visiting friends or relatives was reported by a higher proportion of boat travellers (46.7 per cent) than plane travellers (43.3 per cent). However, 8.2 per cent of the respondents travelling by air indicated

business trips in comparison with between 2 and 3 per cent of the boat traffic. In comparison with 1963, the most significant change was a rise in the proportion of travel overseas for recreation, amounting to 1 percentage point for air and over 3 points for boat travel. On the other hand, trips by plane to visit friends or relatives experienced a slight reduction of 0.6 percentage points while the percentage of respondents by vessel specifying this reason dropped to 46.7 per cent from 48.8 per cent.

STATEMENT 32. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries,¹ compiled by Destination, 1964

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane:					
United Kingdom only	6.2	0.7	0.7	21.0	71.4
United Kingdom and other European countries	13.2	1.7	0.7	51.7	32.7
Other European countries only	7.6	1.2	1.1	27.3	62.8
Other Commonwealth countries	4.1	²	6.9	79.0	10.0
All other countries	9.0	0.7	5.1	76.7	8.5
Totals	8.2	0.9	2.3	45.3	43.3
Vessel:					
United Kingdom only	3.2	0.9	1.7	30.2	64.0
United Kingdom and other European countries	2.5	3.0	0.4	63.7	30.4
Other European countries only	1.8	4.1	2.6	24.8	66.7
Other Commonwealth countries	—	—	—	50.0	50.0
All other countries	2.5	1.2	6.8	74.1	15.4
Totals	2.5	2.6	1.9	46.3	46.7
Aeroplane and vessel:					
United Kingdom only	6.0	0.7	0.8	21.5	71.0
United Kingdom and other European countries	12.0	1.9	0.6	53.0	32.5
Other European countries only	7.2	1.4	1.2	27.2	63.0
Other Commonwealth countries	4.1	—	6.9	78.8	10.2
All other countries	8.8	0.7	5.1	76.6	8.8
Grand totals	7.9	1.1	2.2	45.3	43.5

¹ Including Hawaii.

² Less than 0.1

Further information on purpose of trip reported by Canadians returning direct from overseas in 1964 was compiled by destination and is presented in Statement 32. While the majority of trips (71 per cent) to the United Kingdom were to visit friends or relatives, at the same time, this marks a decline of almost 2 percentage points in comparison with 1963. On the other hand, the proportion specifying recreation climbed to 21.5 per cent from 19.8 per cent in the previous year. Some 53 per cent of the respondents who had been both to the United Kingdom and Continental Europe checked recreation, a slight decrease from the corresponding 1963 percentage, the proportion visiting friends or relatives recorded an increase of 1.3 percentage points, while business reasons experienced a decline amounting to about 1 point. The proportion of respondents returning from trips to Continental Europe only, who visited friends or relatives amounted to 63 per cent, some 4.3 percentage points above the corresponding 1963 percentage. The percentage of re-entries from this area specifying recreation declined by 2.4 points to 27.2 per cent. In so far as purpose of trip is concerned, visits which include travel to more than one country are usually for recreation which includes vacation and other pleasure. An analysis of purpose of trip reported by respondents returning from other Commonwealth areas in 1964 once again shows a high percentage of travel for recreation, amounting to 78.8 per cent, about the same proportion as in 1963. The percentage specifying visits to friends or relatives declined to 10.2 per cent from 11.5 per cent in the previous year. Destinations not already mentioned are treated collectively under the heading "all other countries". In 1964, results indicate that recreation was specified by the majority (76.6 per cent) of the respondents in this category. This represents a substantial gain of between 6 and 7 percentage points over the corresponding proportion in 1963. The percentage of re-entries from this area specifying business reasons and visits to friends or relatives, in each case, amounted to 8.8 per cent.

Additional information compiled from the questionnaires, completed by a sample of Canadians returning from visits overseas in 1964, indicates that between 64 and 65 per cent of the respondents had travelled in groups of two or more, an increase of more than 1 percentage point in comparison with 1963. Quarterly data show that about 66 per cent of

the respondents returning direct in the first quarter of 1964 travelled in groups of two or more, as did 59 per cent in the fourth quarter and 65 per cent of the re-entries in both the second and third quarters. The most notable change from 1963 data was an advance of between 2 and 3 points in the percentage of group travel in the second quarter. Furthermore, the proportion of group travel varied considerably with the purpose of trip, ranging from about 32 per cent of the re-entries who travelled abroad for formal study to between 39 and 70 per cent of the respondents specifying health reasons. Approximately 37 per cent of the respondents who went overseas for business reasons travelled in groups of two or more, as did 66 per cent of those who visited friends or relatives and between 68 and 69 per cent of those specifying recreation.

Province of Residence

During 1964, data were compiled on the province of residence of Canadians returning direct from overseas countries. Data giving the percentage of visitors by province of residence are shown in Statement 33 on a quarterly basis. Comparable data on the percentage each province contributes to the total population of Canada are as follows: Atlantic Provinces 10.3 per cent of the total, Quebec 28.9 per cent, Ontario 34.3 per cent, Manitoba and Saskatchewan 9.9 per cent, Alberta 7.4 per cent and British Columbia including the Yukon and Northwest Territories 9.2 per cent.

On the basis of data appearing in Statement 33 the number of persons returning direct from overseas by province of residence are estimated as follows: Atlantic Provinces 15,800, Quebec 87,400, Ontario 140,700, Manitoba and Saskatchewan 15,100, Alberta 21,000 and British Columbia including the Yukon 43,600 or a total of 322,600 for Canada.

These estimates as a percentage of the population of each province are as follows: Atlantic Provinces 8.0 per cent, Quebec 15.7 per cent, Ontario 21.3 per cent, Manitoba and Saskatchewan 7.9 per cent, Alberta 14.7 per cent, British Columbia 23.9 per cent, with the total for Canada being 16.7 per cent of the population. Data on the province of residence classified by area of destination appear in Statement 34.

**STATEMENT 33. Province of Residence of Canadians Returning Direct from Overseas Countries,¹
Compiled Quarterly, 1964**

Province of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	3.0	5.1	5.2	6.7	4.9
Quebec	32.3	27.6	23.2	28.0	27.1
Ontario	39.3	47.6	45.6	39.4	43.5
Manitoba and Saskatchewan	3.1	4.9	5.6	4.6	4.7
Alberta	4.9	6.4	7.4	6.6	6.5
British Columbia	17.4	8.4	13.0	14.7	13.3
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

**STATEMENT 34. Province of Residence of Canadians Returning Direct from Overseas Countries,
by Destination, 1964**

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	8.3	17.8	54.3	11.1	8.5	100.0
United Kingdom and other European countries	7.3	25.1	44.5	12.3	10.8	100.0
Other European countries only	2.5	38.5	32.7	13.3	13.0	100.0
Bermuda and Caribbean	3.2	26.3	62.5	4.6	3.4	100.0
Mexico	—	35.2	33.8	8.4	22.6	100.0
Central and South America	2.8	63.9	22.2	2.8	8.3	100.0
Hawaii	0.6	4.4	12.9	15.7	66.4	100.0
All other countries	2.9	17.9	39.6	11.3	28.3	100.0
Combined destinations	2.4	43.8	29.9	11.0	12.9	100.0
All countries	4.9	27.1	43.5	11.2	13.3	100.0

Canadian Travel Overseas (Via the United States)

Volume and Expenditures

As the number of Canadians travelling overseas via the United States has been expanding over the past few years, this segment of travel is increasing in importance. In 1964, a record high was established when Canadians returning from trips overseas via the United States were estimated to number 69,000, an increase of 9,000 persons or 15 per cent compared to the 1963 volume. Estimated gross expenditures by this group of travellers advanced by \$14 million or between 28 and 29 per cent to \$63 million in 1964. Of this \$63 million, \$31 million was spent within overseas countries while oceanic transportation costs accounted for \$32 million of the total. Similar figures for 1963 are \$24 million and \$25 million, respectively. Some \$8 million or 25 per cent of the total transportation payments went to Canadian carriers and an estimated \$7 million or about 22 per cent to carriers registered in the United States. Payments to United States carriers are transferred to the U.S. travel account whereas fares paid to Canadian transportation companies do not represent a transfer of funds from Canada so are not included in the cost of overseas travel. Net estimated expenditures (exclusive of transportation costs to United States and Canadian carriers) of Canadians returning from overseas countries via the United States in 1964 amounted to \$48 million, up \$12 million or 33.3 per cent above the corresponding figure for the previous year. This \$48 million included some \$17 million in overseas transportation costs paid to carriers other than those of United States or Canadian registry.

A breakdown of the estimated expenditures within overseas countries (exclusive of all overseas transportation costs) by Canadians returning via the United States in 1964 reveals that the United Kingdom received \$4 million, other European countries \$13 million, other sterling areas \$7 million, and all other countries \$7 million. In comparison

with 1963, increases were recorded by all four areas with payments within other European countries showing the largest gain, amounting to nearly \$4 million.

Destination

Compilations of data from returned questionnaires indicate that the destinations of Canadians returning from overseas countries via the United States in 1964 were distributed as follows: United Kingdom only, 5 per cent; Continental Europe 15 per cent; a combination of the United Kingdom and other Europe 15 per cent; other Commonwealth countries 29 per cent; other areas not elsewhere specified 20 per cent; and a combination of two or more areas 12 per cent. In addition, some 4 per cent of the respondents returning to Canada via the United States are estimated to have taken cruises in 1964.

On the basis of survey results, the number of Canadians returning via the United States from visits to the United Kingdom in 1964 are estimated at 14,000, including 10,000 persons who took trips to both the United Kingdom and Continental Europe. Residents returning via the United States after visits to Continental European countries only, are estimated at 10,000 which, including the number visiting both the United Kingdom and other European countries, means a total of 20,000 Canadians visited Continental Europe in 1964. The number of Canadians returning via the United States from visits to other Commonwealth areas are estimated at 20,000—of which number some 18,000 were visits to the Caribbean countries including Bermuda. Residents returning from visits to countries in areas not already specified are estimated at about 14,000 and some 8,000 of these visits were to Mexico. Further estimates show that 8,000 Canadians returning via the United States had been to two or more areas in 1964 while 3,000 had taken cruises.

On a quarterly basis, between 16 and 17 per cent of the re-entries via the United States in the first quarter had been to the Bahamas, while about 16 per cent indicated trips to countries which formerly comprised the West Indies Federation. The percentage of travellers who returned from Mexico amounted to between 15 and 16 per cent, while destinations in European areas accounted for about 19 per cent of the re-entries via the United States in the first quarter. During the second quarter of 1964, some 12 per cent of the respondents returning via the United States indicated Mexico as their destination. Travel to the Bahamas accounted for 11 per cent of the re-entries in this quarter, while 6 per cent and 10 per cent had been to Bermuda and the former West Indies Federation, respectively. In comparison with the first quarter, travel to European areas increased but the percentage of travellers indicating destinations in Mexico and in the Caribbean area both represented declines. During the third quarter, the highest proportion of travel to European areas was recorded, amounting to between 51 and 52 per cent of the re-entries via the United States. The proportion of respondents returning in the third quarter who had been to Mexico amounted to about 9 per cent, which was lower than in any other quarter. The proportion of travel to Bermuda increased slightly during the third quarter to about 7 per cent, but visits to the Bahamas and the former West Indies Federation experienced percentage declines in comparison with the first and second quarters. During the fourth quarter, between 33 and 34 per cent of the respondents returning via the United States indicated they had been to Europe, a

decline from the record high proportion registered in the third quarter. Mexico was specified by about 13 per cent of the re-entries via the United States, while the percentage indicating Bermuda as their destination, amounting to between 5 and 6 per cent, represented a slight decline in comparison with the third quarter. On the other hand, travel to the Bahamas increased, accounting for 13 per cent of the re-entries via the United States in the fourth quarter, a higher proportion than in the second and third quarters but lower than in the first.

Length of Stay

During 1964 data were also compiled on the average length of stay reported by Canadians who returned from overseas countries via the United States. The information obtained is presented in Statement 35, compiled quarterly by destination. The average lengths of stay, as shown in this statement, refer only to the time spent within the overseas countries and do not include any time spent en route in the United States.

According to survey results, the average trip abroad by Canadians returning via the United States lasted about 39 days in 1964, some 2.5 days more than in 1963. The time spent en route in the United States averaged 4.7 days and the average at destination amounted to 34.4 days. The time spent en route represented a slight decline from 1963 while the time spent at destination represented a gain of approximately 3 days.

STATEMENT 35. Average Length of Stay¹ reported by Canadians Returning from Overseas Countries² via the United States, compiled Quarterly by Destination, 1964

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
United Kingdom only	40.8	35.2	30.6	34.6	34.6
United Kingdom and other European countries	48.1	47.8	54.2	47.8	50.2
Other European countries only	61.3	76.5	50.4	68.7	64.1
Other Commonwealth countries	11.7	20.9	21.0	10.2	15.6
All other countries ³	19.3	23.5	28.0	30.9	23.4
Grand totals⁴	26.2	37.8	40.3	39.9	34.4

¹ Excluding time spent en route in the United States.

² Including Hawaii.

³ Excluding cruise travel and travel to more than one area per trip.

⁴ Excluding cruise travel but including travel to more than one area per trip.

Residents of Canada who had visited the United Kingdom only, remained an average of 34.6 days there, a decline of 3.8 days, while the average time spent en route in the United States amounted to 2.7 days, a decline of 0.8 days from the 1963 average. Trips to the United Kingdom and Continental Europe combined lasted 52.4 days on the average, comprising 50.2 days overseas and 2.2 days en route in the United States. The average length of stay in the United States represented a decrease of

1.6 days, while the average for the main part of the trip was about 1 day shorter than in 1963. An analysis of questionnaires indicating areas in Continental Europe as destination shows that the average trip lasted 66 days in 1964 or 6.4 days more than in 1963. Respondents remained in the United States an average of 1.9 days, marking a decrease of 0.3 days from 1963, and averaged 64.1 days during the remainder of the trip, an increase of almost 7 days.

Persons visiting other Commonwealth countries averaged 21.2 days per trip, comprising 15.6 days at destination and 5.6 days en route in the United States. Trips to Bermuda lasted an average of 18.7 days compared with 13.2 days in 1963. En route travel in the United States lasted 3 days on the average and the time spent in Bermuda itself amounted to 15.7 days, both increases over 1963. Moreover, the time spent in Bermuda by persons returning via the United States was 1.5 days longer than the average length of stay of direct re-entries. Respondents who had been to the former West Indies Federation in 1964 averaged 19.2 days, a decline from the previous year. Visits to this area involved 3.6 days in the United States en route and 15.6 days at destination. The length of stay at destination was 2 days less than the average for persons returning direct from the same destination. An examination of travel by respondents who had been to the Bahamas reveals that the whole trip lasted an average of 16.6 days, consisting of an average of 8.8 days in the United States and 7.8 days at destination. The time spent in the Bahamas was 3.8 days less than the average for persons returning direct. However, visits to the Bahamas are weighted by the many short excursions taken by Canadians vacationing in the Southern United States. Trips to Australia and New Zealand via the United States averaged 63.3 days, marking an expansion of about 16 days over the 1963 average. En route travel through the United States lasted 4.4 days, while the length of stay for the remainder of the trip averaged 58.9 days.

Visits to other countries lasted an average of 30.7 days; 7.3 days were spent in the United States and 23.4 days was the average length of stay at destination. Mexico continues to be the most popular destination within this classification and in 1964 the average trip to Mexico by residents returning via the United States lasted 28.5 days, a drop of 1.1 days from the 1963 average. The average stay

in Mexico amounted to 18.4 days and the time spent en route in the United States averaged 10.1 days. At the same time, the length of stay in Mexico was slightly less than the average for persons who returned direct. Travellers to Central America and the non-British West Indies averaged 24.2 days per trip, comprising 22 days at destination and 2.2 days en route through the United States. The whole trip lasted between 2 and 3 days longer than the average in 1963. Respondents who had been to South America in 1964 averaged 42.8 days, a slight increase over the 1963 average. En route travel in the United States lasted 4.6 days and the time spent at destination amounted to 38.2 days.

Canadians who returned via the United States after having taken a cruise averaged 24.6 days per trip, comprising 4.6 days en route in the United States and 20 days for the remainder of the trip. The majority of cruise travel is to the Caribbean area.

Purpose of Trip

All questionnaires showing one or more purposes of trip were used in compilations of data for 1964. The most striking differences between the direct and via the United States travel were in the proportions specifying recreation and visiting friends or relatives. Close to 61 per cent of the respondents returning via the United States in 1964 indicated recreation as compared to 45.3 per cent of the direct re-entries. On the other hand, the proportion of travellers via the United States specifying visits to friends or relatives amounted to 23.3 per cent, in comparison with between 43 and 44 per cent of the respondents returning direct. Some 10.6 per cent of the persons who re-entered via the United States had been overseas for business reasons as opposed to about 8 per cent of the direct re-entries. Trips for health reasons were specified by 4.4 per cent of the via re-entries and 2.2 per cent of the direct.

STATEMENT 36. Purpose of Trip reported by Canadians Returning from Overseas Countries¹ via the United States, compiled by Destination, 1964.

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
United Kingdom only	13.4	0.3	2.8	24.5	59.0
United Kingdom and other European countries	15.0	1.1	0.9	54.6	28.4
Other European countries only	9.5	2.3	3.0	26.2	59.0
Other Commonwealth countries	7.2	0.4	5.5	76.6	10.3
All other countries	12.0	1.1	5.3	66.4	15.2
Grand totals	10.6	1.0	4.4	60.7	23.3

¹ Including Hawaii.

During 1964, 59 per cent of the respondents who had returned via the United States from trips to the United Kingdom only, indicated that their purpose of trip was to visit friends or relatives compared with between 61 and 62 per cent in 1963. The proportion specifying recreation jumped from 19 per cent to between 24 and 25 per cent, while travel for business reasons represented 13.4 per cent of the visits to this area, a drop of 3.2 percentage points from the 1963 proportion. Between 54 and 55 per cent of the re-entries from overseas via the United States, who had visited a combination of destinations in the United Kingdom and Continental Europe, had travelled for recreation, an increase of

5.7 per cent over the corresponding percentage in the previous year, while visits to friends or relatives was specified by between 28 and 29 per cent as compared with 31 per cent in 1963. The percentage of travel to both these areas for business reasons declined from 16.6 per cent to 15 per cent. Of the respondents who had been to Continental Europe only, some 59 per cent visited friends or relatives, a decline of about 3 percentage points from the 1963 proportion. The percentage specifying recreation amounted to 26.2 per cent, a slight gain over the previous year, while the proportion of visits to Continental Europe for business advanced to 9.5 per cent from 8.2 per cent in 1963.

STATEMENT 37. Purpose of Trip reported by Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1964

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	7.8	0.5	4.8	68.0	18.9
Second quarter	13.9	0.9	6.3	57.5	21.4
Third quarter	7.3	2.0	1.7	52.6	36.4
Fourth quarter	15.3	1.2	2.2	60.6	20.7
Year	10.6	1.0	4.4	60.7	23.3

¹ Including Hawaii.

Survey results for 1964 indicated that 76.6 per cent of the travel by Canadians returning via the United States after trips to other Commonwealth areas was for recreation, compared with 81.3 per cent in 1963. Some 10.3 per cent of the respondents returning from countries in this classification indicated they had visited friends or relatives while 7.2 per cent specified business reasons. Both these proportions represent increases over the corresponding 1963 percentages. As much of the travel to other Commonwealth areas is to Bermuda, the Bahamas, and the former West Indies Federation, this accounts for the high percentage of trips for recreational purposes. Recreation also accounts for most of the travel to countries not already specified. During 1964, between 66 and 67 per cent of the respondents returning via the United States from trips to countries within this group specified this purpose, a decline of between 1 and 2 points from the 1963 proportion. Visits to friends or relatives accounted for 15.2 per cent compared with 15.8 per cent in the preceding year, while business trips represented 12 per cent of the re-entries from all other countries, up from 9.8 per cent in 1963.

An analysis of purpose of trip on a quarterly basis as presented in Statement 37, shows that recreation was the most frequently mentioned reason for travel throughout the year while visiting friends or relatives was next in popularity. The percentage of travel for recreation accounted for 52.6 per cent of the respondents returning via the

United States during the third quarter and for 68 per cent in the first quarter. The percentage of visits to friends or relatives ranged from almost 19 per cent of the re-entries via the United States in the first quarter to between 36 and 37 per cent in the third quarter. The proportion of travel for business reasons was highest during the fourth quarter, representing 15.3 per cent of the travel in that period. In comparison with the previous year, the most significant change in the proportion of business travel occurred in the second quarter, when the percentage of respondents indicating this reason jumped by 4.8 points to almost 14 per cent.

During 1964, survey results indicated that more than 67 per cent of the re-entries from overseas via the United States had travelled in groups of two or more, about the same proportion as in 1963 but between 2 and 3 points more than the percentage of direct group travel. The occurrence of group travel was greatest during the first quarter, amounting to 72.1 per cent. The percentage of group travel accounted for a lower proportion of re-entries during the remainder of the year, however, with between 67 and 68 per cent in the second quarter, 61.6 per cent in the third, and 60.6 per cent in the final quarter of 1964. Group travel varied considerably according to the purpose of trip and area of destination. For example, group travel accounted for more than 80 per cent of the re-entries via the United States who had gone overseas for health reasons.

**STATEMENT 38. Province of Residence of Canadians Returning from Overseas Countries¹
via the United States, compiled Quarterly, 1964**

Province of residence	First Quarter	Second Quarter	Third Quarter	Four Quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	1.9	2.4	4.7	2.8	2.7
Quebec	22.7	25.7	28.1	26.7	25.2
Ontario	50.1	49.8	44.6	42.4	48.0
Manitoba and Saskatchewan	5.2	5.5	4.7	7.5	5.5
Alberta	4.1	5.2	4.0	6.1	4.7
British Columbia	16.0	11.4	13.9	14.5	13.9
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

**STATEMENT 39. Province of Residence of Canadians Returning from Overseas Countries
via the United States, by Destination, 1964**

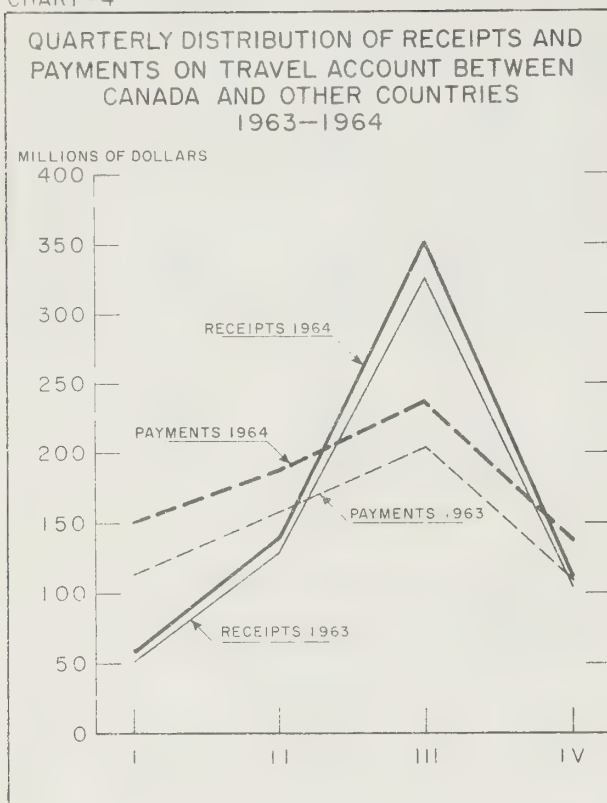
Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	2.1	10.8	65.5	10.3	11.3	100.0
United Kingdom and other European countries	5.1	16.2	47.2	13.3	18.2	100.0
Other European countries only	0.9	22.3	61.1	7.5	8.2	100.0
Bermuda and Caribbean	3.6	33.6	49.0	5.4	8.4	100.0
Mexico	1.8	20.0	41.9	17.8	18.5	100.0
Central and South America	3.9	40.9	39.2	7.2	8.8	100.0
Hawaii	2.2	10.9	22.8	19.6	44.5	100.0
All other countries	1.4	26.5	44.2	9.5	18.4	100.0
Cruises	2.0	29.1	57.6	8.9	2.4	100.0
Combined destinations	1.7	23.8	36.3	13.4	24.8	100.0
All countries	2.7	25.2	48.0	10.2	13.9	100.0

Quarterly Distribution of Receipts and Payments for International Travel

Quarterly estimates of the balance of payments on travel account between Canada and other countries for the period 1955-64 inclusive, are presented in Table 2. In 1964 the most significant feature of Canada's balance of payments on travel account was the return to a deficit position after the \$24 million surplus earned in 1963. This had been the first surplus in the Canadian travel account with other countries since 1950 when a credit balance of \$49 million was recorded. The main reasons for the surplus in 1963 were increases in receipts from United States travellers and overseas visitors and a decrease in Canadian expenditure in foreign countries. However, 1964's deficit of \$50 million marked a return to the more usual pattern for Canada's balance of payments on travel account.

On a quarterly basis, Table 2 indicates that debit balances were recorded for the first, second and fourth quarters but that the third quarter showed a credit balance of \$113 million, a decrease of \$8 million when compared with the 1963 third quarter credit balance. The deficit in each of the other three quarters increased compared to the corresponding quarter of 1963, with that in the first quarter rising \$28 million to \$91 million and that in the second quarter increasing to \$47 million from \$29 million. The fourth quarter total reflected the greatest percentage increase in net deficit as it advanced from \$5 million in 1963 to \$25 million in 1964. However, it was still well below the 1961 fourth quarter net debit of \$40 million.

CHART-4



An examination of quarterly receipts in the Canadian travel account with other countries in-

dicates increases occurred in all four quarters. The greater part of expenditures by foreign visitors in Canada has always been in the third quarter (July to September) and 1964 was no exception as third quarter receipts totalled \$351 million, an increase of \$26 million over the comparable 1963 figure. In 1964, some 53 per cent of the total receipts were received in the third quarter. The second quarter received the next highest total with a gain of \$11 million over the 1963 second quarter figure which brought its total to \$140 million or 21.2 per cent of the 1964 receipts on travel account. Both first and fourth quarter receipts rose by \$8 million, but the total amount of fourth quarter receipts were almost twice that of the first. Expenditures by foreign visitors in the fourth quarter totalled \$112 million, 16.9 per cent of the 1964 total receipts from foreign visitors, while receipts during the first quarter came to \$59 million, or 8.9 per cent of the aggregate.

Payments made by Canadians travelling outside the country in 1964 increased in all four quarters and were more evenly distributed than were receipts. There was also very little change in the quarterly pattern of expenditures. The largest single amount, \$238 million, was recorded in the third quarter which accounted for 33.4 per cent of the total payments made by Canadians travelling abroad in 1964, while \$187 million or 26.3 per cent of the aggregate was spent in the second quarter. Payments made during the first quarter advanced \$36 million for a total of \$150 million, 21.1 per cent of the 1964 aggregate, and \$137 million or 19.2 per cent of the total was spent in the fourth quarter. Chart 4 gives a graphic illustration of the variations in receipts and payments made in 1963 and 1964.

Supplementary Analysis of International Travel

The millions of dollars spent by foreign visitors in Canada and by Canadians abroad have become a very important part of our balance of payments account. Most Canadian exports and imports take the form of commodities such as wheat and newsprint. International travel receipts are an "invisible" export involving a flow of money into the country in the form of payments by foreign visitors for expenses such as food, lodging, local transportation and miscellaneous items. Payments are an "invisible" import involving a flow of funds abroad to pay for similar expenses incurred by Canadian travellers.

In comparison with other leading exports in 1964, international travel receipts ranked third with a value of \$652 million. They were preceded only by the export of wheat and newsprint, valued at \$1,023 million and \$835 million, respectively. Sales of the fourth leading export, woodpulp, totalled \$461 million. As an import, international travel payments ranked second in importance, having a

value of \$712 million. They were exceeded only by imports of non-farm machinery and parts which were valued at \$874 million. The value of the third largest import, automobile parts, was \$555 million, some \$157 million behind that of international travel payments.

In Canadian-American trade, travel receipts from American visitors, the second largest export, were valued at \$590 million. They were exceeded only by the export of newsprint which was valued at \$689 million. The third most valuable export was that of lumber and softwood worth \$346 million. As an import, travel payments made by Canadians in the United States (excluding Hawaii) ranked third in importance with a value of \$476 million. Imports of non-farm machinery and parts were first with a value of \$736 million and automobile parts (excluding engines) second with \$543 million. The fourth leading import from the United States was electrical apparatus, valued at \$261 million, some \$215 million

STATEMENT 40. Estimated Tourist Nights¹ of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States by Automobile, Plane, Bus, and Rail, compiled Quarterly, 1964

	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Tourist nights of United States residents ² travelling in Canada	3, 199, 900	7, 713, 400	26, 015, 300	5, 648, 700	42, 577, 300
Persons ²	982, 600	2, 353, 900	6, 017, 300	1, 504, 500	10, 858, 300
Tourist nights of Canadian residents travelling in the United States	8, 741, 500	12, 692, 900	15, 520, 600	6, 330, 700	43, 285, 700
Persons	744, 600	1, 047, 300	2, 370, 100	897, 800	5, 059, 800

¹ Figures based on date of re-entry of Canadians returning to Canada and date of exit of Americans returning to the United States.

² Automobile traffic includes extensions but excludes commuter traffic and persons not classified by length of stay.

STATEMENT 41. Estimated Tourist Nights¹ of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States, by Type of Transportation, 1964

	Automobile	Plane	Bus	Rail	Total
Tourist nights of United States residents travelling in Canada	34, 556, 500 ²	2, 814, 800	3, 643, 100	1, 562, 900	42, 577, 300
Persons	9, 669, 300 ²	518, 400	444, 400	226, 200	10, 858, 300
Tourist nights of Canadian residents travelling in the United States	28, 544, 300	6, 299, 300	5, 421, 300	3, 020, 800	43, 285, 700
Persons	3, 887, 300	517, 900	422, 000	232, 600	5, 059, 800

¹ Figures based on date of re-entry of Canadians returning to Canada and date of exit of Americans returning to the United States.

² Includes extensions but excludes commuter traffic and persons not classified by length of stay.

below the invisible import of travel payments. From these comparisons it can be seen that international travel is important not only in Canada's domestic economy but in relation to Canada's position as the fifth largest trading nation.

Average Expenditure

In 1964 the average expenditure per American short-term visitor to Canada was \$2.90 while that of Canadian short-term visitors to the United States amounted to \$2.15. Short-term trips refer to those travellers entering and leaving on the same day. The difference between average expenditure rates for Americans and Canadians was much more pronounced for long-term visitors. The average expenditure rate of American long-term visitors to Canada was \$47.25 as compared to an average expenditure by Canadian long-term visitors in the United States of \$81.30. One of the factors contributing to the difference in average expenditure is the increasing number of Canadians who spend long periods in the southern states during the winter months. This requires deep penetration into the United States involving substantial mileage in trips which may last for upwards of 4 or 5 months. On the other hand, the concentration of Canadian cities and many of

the attractions in Canada are much closer to the border and it would appear that there is not the tendency for many Americans to penetrate Canada to the equivalent of Canadian trips to the southern states.

A comparison of the number of visits made to Canada by American residents with the total United States population shows that the number of visits to Canada in 1964 was equal to about 17 per cent of the population, or approximately one in six. However, Canadian per capita travel to the United States was considerably higher as Canadians averaged 1.7 trips per person in 1964. The amount spent by Canadian travellers in the United States represented \$24.70 per resident of Canada, compared to \$20.27 in 1963. The United States average expenditure per capita for travel in Canada also increased, rising from \$2.91 in 1963 to \$3.10 in 1964.

Tourist Nights

The estimated number of tourist nights of United States residents travelling in Canada and Canadian residents visiting the United States are presented quarterly in Statement 40 and by type of transportation in Statement 41. In order to arrive at the esti-

mated number of tourist nights, the number of persons travelling by each mode of transportation was multiplied by the average number of nights each group spent abroad. Therefore, the term "tourist nights" is affected not only by length of stay but also by the numbers staying overnight. In 1964 the number of tourist nights spent by Canadians in the United States totalled 43,285,700 while American tourist nights in Canada amounted to 42,577,300. However, over twice as many Americans, 10,858,300, visited Canada on long-term trips by automobile, plane, bus and rail as compared to the number of

Canadian travellers to the United States by comparable types of transportation, some 5,059,800. The extended winter holidays spent by many Canadians in the southern states contributed to the higher Canadian average. In the first quarter, for example, the average length of stay of Canadians was 12 nights, but by the third quarter months of July to September, the average length of stay had decreased to 7 nights. The average expenditure per American tourist night in Canada was \$12.40, while that of Canadians travelling in the United States amounted to \$9.70.

STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1926-64¹**

Net credits + Net debits -

Year	Account with United States			Account with overseas countries			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	+ 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462 ²	- 87	45	165	- 120	420	627	- 207
1961	435	459 ²	- 24	47	183	- 136	482	642	- 160
1962	512	419 ²	+ 93	50	186	- 136	562	605	- 43
1963	549	388 ²	+ 161	60	197	- 137	609	585	+ 24
1964 ¹	590	481 ²	+ 109	72	231	- 159	662	712	- 50

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1955-64¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1955	26	66	182	54	328
1956	26	65	191	55	337
1957	31	76	197	59	363
1958	31	75	188	55	349
1959	32	86	212	61	391
1960	36	91	221	72	420
1961	39	103	255	85	482
1962	46	127	297	92	562
1963	51	129	325	104	609
1964 ¹	59	140	351	112	662
Per cent of year:					
1955	7.9	20.1	55.5	16.5	100.0
1956	7.7	19.3	56.7	16.3	100.0
1957	8.5	20.9	54.3	16.3	100.0
1958	8.9	21.5	53.9	15.7	100.0
1959	8.2	22.0	54.2	15.6	100.0
1960	8.6	21.7	52.6	17.1	100.0
1961	8.1	21.4	52.9	17.6	100.0
1962	8.2	22.6	52.8	16.4	100.0
1963	8.4	21.2	53.3	17.1	100.0
1964 ¹	8.9	21.2	53.0	16.9	100.0
Quarterly payments:					
1955	78	119	156	96	449
1956	93	133	169	103	498
1957	100	142	178	105	525
1958	100	140	192	110	542
1959	117	144	215	122	598
1960	119	168	213	127	627
1961	129	168	220	125	642
1962	126	182	197	100	605
1963	114	158	204	109	585
1964 ¹	150	187	238	137	712
Per cent of year:					
1955	17.4	26.5	34.7	21.4	100.0
1956	18.7	26.7	33.9	20.7	100.0
1957	19.1	27.0	33.9	20.0	100.0
1958	18.5	25.8	35.4	20.3	100.0
1959	19.6	24.1	35.9	20.4	100.0
1960	19.0	26.8	34.0	20.2	100.0
1961	20.1	26.2	34.2	19.5	100.0
1962	20.8	30.1	32.6	16.5	100.0
1963	19.5	27.0	34.9	18.6	100.0
1964 ¹	21.1	26.3	33.4	19.2	100.0
Quarterly balance (Net credits + Net debits -):					
1955	- 52	- 53	+ 26	- 42	- 121
1956	- 67	- 68	+ 22	- 48	- 161
1957	- 69	- 66	+ 19	- 46	- 162
1958	- 69	- 65	- 4	- 55	- 193
1959	- 85	- 58	- 3	- 61	- 207
1960	- 83	- 77	+ 8	- 55	- 207
1961	- 90	- 65	+ 35	- 40	- 160
1962	- 80	- 55	+ 100	- 8	- 43
1963	- 63	- 29	+ 121	- 5	+ 24
1964 ¹	- 91	- 47	+ 113	- 25	- 50

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		One night	Two or more nights	
Section I. Traffic within Ontario:				
(a) St. Lawrence River ports	Fort Erie and Niagara Falls.....	3,877	12,956	16,833
	Lake Erie ports	1	5	6
	St. Clair and Detroit River ports	4,629	4,027	8,656
	Sault Ste. Marie.....	1,186	1,589	2,775
	Western Ontario ports	1	318	319
	St. Lawrence River ports	39,782	102,097	141,879
	All ports in Canada	53,431	136,965	190,396
(b) Fort Erie and Niagara Falls.....	St. Lawrence River ports	7,843	22,171	30,014
	Lake Erie ports	40	96	136
	St. Clair and Detroit River ports	87,960	24,321	112,281
	Sault Ste. Marie.....	2,379	5,426	7,805
	Western Ontario ports	30	950	980
	Fort Erie and Niagara Falls	568,361	311,422	879,783
	All ports in Canada.....	667,875	386,193	1,054,068
(c) Lake Erie ports	St. Lawrence River ports	3	18	21
	Fort Erie and Niagara Falls.....	61	168	229
	St. Clair and Detroit River ports	69	126	195
	Sault Ste. Marie	—	21	21
	Western Ontario ports	—	1	1
	Lake Erie ports.....	40	451	491
	All ports in Canada	173	799	972
(d) St. Clair and Detroit River ports	St. Lawrence River ports.....	4,926	5,356	10,282
	Fort Erie and Niagara Falls	95,679	34,576	130,255
	Lake Erie ports.....	83	89	172
	Sault Ste. Marie	506	7,497	8,003
	Western Ontario ports	—	555	555
	St. Clair and Detroit River ports	597,621	307,177	904,798
	All ports in Canada	699,858	368,434	1,068,292
(e) Sault Ste. Marie	St. Lawrence River ports	1,411	2,104	3,515
	Fort Erie and Niagara Falls	3,058	7,271	10,329
	Lake Erie ports	—	5	5
	St. Clair and Detroit River ports	1,039	7,063	8,102
	Western Ontario ports	5,608	12,338	17,946
	Sault Ste. Marie	26,555	47,375	73,930
	All ports in Canada	38,710	84,658	123,368
(f) Western Ontario ports	St. Lawrence River ports	41	348	389
	Fort Erie and Niagara Falls	29	1,205	1,234
	Lake Erie ports.....	—	1	1
	St. Clair and Detroit River ports	10	671	681
	Sault Ste. Marie.....	5,736	13,925	19,661
	Western Ontario ports	19,740	65,730	85,470
	All ports in Canada.....	26,758	90,131	116,889

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		One night	Two or more nights	
Section II. Traffic from Ontario to other provinces:				
St Lawrence River ports.....	All ports in Quebec.....	3,799	13,112	16,911
All ports in Ontario west of Kingston and east of Port Arthur.....	All ports in Quebec	2,827	32,093	34,920
All ports in Western Ontario	All ports in Manitoba.....	1,153	3,894	5,047
All ports in Ontario	All ports in Quebec	6,630	45,687	52,317
	All ports in the Atlantic Provinces	631	8,043	8,674
	All ports in Manitoba.....	1,184	5,136	6,320
	All ports in Saskatchewan	48	786	834
	All ports in Alberta	5	2,226	2,231
	All ports in British Columbia.....	2	4,999	5,001
	All ports in Yukon Territory.....	—	858	858
	All ports in Ontario	1,478,305	999,449	2,477,754
	All ports in Canada	1,486,805	1,067,180	2,553,985
Section III. Traffic from the Atlantic Provinces to other provinces:				
All ports in the Atlantic Provinces..	All ports in Quebec	723	5,520	6,243
	All ports in Ontario	698	5,348	6,046
	All ports in the Atlantic Provinces.....	51,885	94,802	146,687
	All ports in Canada	53,306	105,933	159,239
Section IV. Traffic from Quebec to other provinces:				
All ports in Quebec	All ports in Ontario on the St. Law- rence River	2,934	9,893	12,827
	All ports in Ontario west of Kings- ton and east of Port Arthur.....	2,472	22,327	24,799
	All ports in Ontario	5,409	32,563	37,972
	All ports in the Atlantic Provinces.....	584	8,016	8,600
	All ports in Quebec	121,208	176,638	297,846
	All ports in Canada	127,201	218,170	345,371
Section V. Traffic from Manitoba to other provinces:				
All ports in Manitoba	All ports in Ontario	963	5,237	6,200
	All ports in Western Ontario.....	939	4,228	5,167
	All ports in Saskatchewan	209	1,247	1,456
	All ports in Alberta	53	1,440	1,493
	All ports in British Columbia.....	36	3,013	3,049
	All ports in Yukon Territory.....	—	848	848
	All ports in Manitoba	14,162	26,529	40,691
	All ports in Canada	15,424	38,487	53,911

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		One night	Two or more nights	
Section VI. Traffic from Saskatchewan to other provinces:				
All ports in Saskatchewan.....	All ports in Ontario.....	32	917	949
	All ports in Manitoba	163	1,306	1,469
	All ports in Alberta.....	139	1,679	1,818
	All ports in British Columbia	80	3,028	3,108
	All ports in Yukon Territory	—	2,235	2,235
	All ports in Saskatchewan	6,326	12,967	19,293
	All ports in Canada.....	6,739	22,216	28,955
Section VII. Traffic from Alberta to other provinces:				
All ports in Alberta	All ports in Ontario	24	2,367	2,391
	All ports in Manitoba	58	1,535	1,593
	All ports in Saskatchewan	189	1,707	1,896
	All ports in British Columbia	1,464	13,893	15,357
	All ports in Yukon Territory	—	5,154	5,154
	All ports in Alberta.....	5,197	11,140	16,337
	All ports in Canada.....	6,932	35,973	42,905
Section VIII. Traffic from British Columbia to other provinces:				
All ports in British Columbia.....	All ports in Ontario.....	—	4,062	4,062
	All ports in Manitoba	48	2,468	2,516
	All ports in Saskatchewan	120	2,337	2,457
	All ports in Alberta.....	938	12,418	13,356
	All ports in Yukon Territory	—	7,833	7,833
	All ports in British Columbia	102,388	192,049	294,437
	All ports in Canada.....	103,489	222,011	325,500
Section IX. Traffic from Yukon Terri- tory to other provinces:				
All ports in Yukon Territory.....	All ports in Ontario.....	—	752	752
	All ports in Manitoba	—	683	683
	All ports in Saskatchewan	—	1,534	1,534
	All ports in Alberta.....	—	3,930	3,930
	All ports in British Columbia	—	5,968	5,968
	All ports in Yukon Territory	4,351	1,752	6,103
	All ports in Canada.....	4,351	14,692	19,043
All ports in Canada	All ports in Canada	1,804,247	1,724,662	3,528,909 ¹

¹ Exclusive of standing (L) permits and extensions.

² Does not include an additional 30,054 permits not classified by ports of entry and exit.

TABLE 4. Number of Non-resident Motorists Travelling on Customs Permits¹ who Departed from Canada in 1964, classified by Length of Visit

Days stay	Number of permits	Per cent of total permits	Number of car days	Average persons per car	Number of persons	Number of person days
1 ²	4,309,644	54.77	4,309,644	2.99	12,872,574	12,872,574
2	1,804,248	22.93	3,608,496	2.67	4,822,987	9,645,974
3	566,083	7.19	1,698,245	2.76	1,564,454	4,693,362
4	315,456	4.01	1,261,824	2.74	864,240	3,456,960
5	187,344	2.38	936,720	2.78	520,907	2,604,535
6	125,341	1.59	752,046	2.82	353,834	2,123,004
7	103,240	1.31	722,680	2.92	301,283	2,108,981
8	107,721	1.37	861,768	3.08	331,280	2,650,240
9	65,525	0.83	589,725	2.97	194,791	1,753,119
10	42,996	0.55	429,960	2.88	123,965	1,239,650
11	30,863	0.39	339,493	2.83	87,259	959,849
12	24,266	0.31	291,192	2.81	68,100	817,200
13	21,109	0.27	274,417	2.84	59,883	778,479
14	19,956	0.25	279,384	2.94	58,621	820,694
15	21,194	0.27	317,910	3.01	63,770	956,550
16	13,256	0.17	212,096	2.88	38,152	610,432
17	9,043	0.12	153,731	2.73	24,646	418,982
18	6,600	0.08	118,800	2.63	17,331	311,958
19	5,361	0.07	101,859	2.59	13,903	264,157
20	4,667	0.06	93,340	2.56	11,926	238,520
21	4,204	0.05	88,284	2.58	10,827	227,367
22	4,181	0.05	91,982	2.56	10,724	235,928
23	3,266	0.04	75,118	2.56	8,362	192,326
24	2,708	0.04	64,992	2.50	6,781	162,744
25 - 29	10,850	0.14	292,634	2.39	25,942	699,656
30 - 39	11,576	0.15	384,499	2.40	27,811	923,881
40 - 59	7,696	0.10	372,208	2.29	17,656	853,844
60 - 89	5,352	0.07	386,943	2.32	12,412	897,388
90 - 179	4,227	0.05	500,426	2.11	8,904	1,054,145
180 and over	580	0.01	122,663	2.08	1,206	255,057
Not classified ³	30,054	0.38	—	2.54	76,348	—
Totals	7,868,607	100.00	19,733,079	2.87	22,600,879	54,827,556
Average length of stay			2.51			

¹ Exclusive of standing (L) permits and extensions.² Motorists entering and departing on the same day.³ Not classified by length of visit.

TABLE 5. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	301,094	335,876	3,358,160	55,831	29,975	14,512	214,196	4,309,644
2	53,099	128,811	1,485,470	15,615	6,630	6,276	108,347	1,804,248
3	18,097	75,043	379,954	10,338	3,923	5,476	73,252	566,083
4	13,999	49,686	192,498	6,197	2,925	5,188	44,963	315,456
5	11,426	29,535	105,237	4,120	2,284	4,731	30,011	187,344
6	9,421	18,813	68,387	2,966	1,837	3,719	20,198	125,341
7	9,119	12,954	59,603	2,422	1,612	2,838	14,692	103,240
8	8,192	10,526	71,487	2,177	1,372	2,109	11,858	107,721
9	6,206	6,836	39,435	1,574	1,004	1,570	8,900	65,525
10	5,008	4,677	23,341	1,254	733	1,253	6,730	42,996
11	3,928	3,461	15,744	973	625	1,027	5,105	30,863
12	3,504	2,494	12,093	834	492	813	4,036	24,266
13	3,075	2,028	10,745	706	458	660	3,437	21,109
14	2,958	1,680	11,148	571	332	511	2,756	19,956
15	2,576	1,494	13,447	473	346	449	2,409	21,194
16	1,735	1,146	7,635	378	221	323	1,818	13,256
17	1,173	824	4,885	297	208	246	1,410	9,043
18	900	614	3,321	247	181	234	1,103	6,600
19	776	562	2,582	197	163	191	890	5,361
20	694	481	2,240	190	130	173	759	4,667
21	623	425	2,059	151	109	128	709	4,204
22	590	393	2,254	116	91	105	632	4,181
23	470	332	1,691	97	60	88	528	3,266
24	354	306	1,363	79	70	88	448	2,708
25 - 29	1,528	1,223	5,476	363	301	272	1,687	10,850
30 - 39	1,627	1,438	5,742	410	319	290	1,750	11,576
40 - 59	1,188	923	3,833	240	259	207	1,046	7,696
60 - 89	1,006	598	2,507	213	173	136	719	5,352
90 - 179	979	474	1,771	181	155	134	533	4,227
180 and over	63	105	241	45	21	18	87	580
Not classified ³	3,163	5,683	13,773	801	377	662	5,595	30,054
Totals	468,571	699,441	5,908,122	110,056	57,386	54,427	570,604	7,868,607

¹ Exclusive of standing (L) permits and extensions.² Automobiles entering and departing on the same day.³ Not classified by length of visit.

TABLE 6. Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1964, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	64.26	48.02	56.84	50.73	52.23	26.66	37.54	54.77
2	11.33	18.42	25.14	14.19	11.55	11.53	18.99	22.93
3	3.86	10.73	6.43	9.39	6.84	10.06	12.84	7.19
4	2.99	7.10	3.26	5.63	5.10	9.53	7.88	4.01
5	2.44	4.22	1.78	3.74	3.98	8.69	5.26	2.38
6	2.01	2.69	1.16	2.70	3.20	6.83	3.54	1.59
7	1.95	1.85	1.01	2.20	2.81	5.22	2.57	1.31
8	1.75	1.50	1.21	1.98	2.39	3.88	2.08	1.37
9	1.32	0.98	0.67	1.43	1.75	2.89	1.56	0.83
10	1.07	0.67	0.40	1.14	1.28	2.30	1.18	0.55
11	0.84	0.49	0.27	0.88	1.09	1.89	0.89	0.39
12	0.75	0.36	0.20	0.76	0.86	1.49	0.71	0.31
13	0.66	0.29	0.18	0.64	0.80	1.21	0.60	0.27
14	0.63	0.24	0.19	0.52	0.58	0.94	0.48	0.25
15	0.55	0.21	0.23	0.43	0.60	0.83	0.42	0.27
16	0.37	0.16	0.13	0.34	0.38	0.59	0.32	0.17
17	0.25	0.12	0.08	0.27	0.36	0.45	0.25	0.12
18	0.19	0.09	0.06	0.23	0.32	0.43	0.19	0.08
19	0.17	0.08	0.04	0.18	0.28	0.35	0.16	0.07
20	0.15	0.07	0.04	0.17	0.23	0.32	0.13	0.06
21	0.13	0.06	0.03	0.14	0.19	0.24	0.12	0.05
22	0.13	0.06	0.04	0.11	0.16	0.19	0.11	0.05
23	0.10	0.05	0.03	0.09	0.10	0.16	0.09	0.04
24	0.07	0.04	0.02	0.07	0.12	0.16	0.08	0.04
25 - 29	0.33	0.17	0.09	0.33	0.52	0.50	0.30	0.14
30 - 39	0.35	0.21	0.10	0.37	0.56	0.53	0.31	0.15
40 - 59	0.25	0.13	0.06	0.22	0.45	0.38	0.18	0.10
60 - 89	0.21	0.09	0.04	0.19	0.30	0.25	0.13	0.07
90 - 179	0.21	0.07	0.03	0.16	0.27	0.25	0.09	0.05
180 and over	0.01	0.02	0.01	0.04	0.04	0.03	0.02	0.01
Not classified ³	0.67	0.81	0.23	0.73	0.66	1.22	0.98	0.38
Totals	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

¹ Exclusive of standing (L) permits and extensions.² Automobiles entering and departing on the same day.³ Not classified by length of visit.

TABLE 7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1964, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	895,048	987,987	9,983,832	189,855	91,390	51,488	672,974	12,872,574
2	138,236	340,377	3,965,380	46,219	19,301	20,073	293,401	4,822,987
3	51,772	210,534	1,043,465	30,678	11,738	16,903	199,364	1,564,454
4	40,485	139,254	519,978	18,654	8,552	15,481	121,836	864,240
5	32,542	81,903	289,906	12,276	6,889	14,488	82,903	520,907
6	26,780	51,848	191,782	8,923	5,547	11,252	57,702	353,834
7	26,220	36,245	175,709	7,399	5,059	8,667	41,984	301,283
8	23,995	29,393	226,408	6,726	4,091	6,542	34,125	331,280
9	18,315	19,164	118,908	4,896	2,916	4,839	25,753	194,791
10	14,830	12,766	67,552	3,725	2,165	3,776	19,151	123,965
11	11,440	9,353	44,332	2,824	1,827	3,073	14,410	87,259
12	10,382	6,546	33,589	2,467	1,388	2,486	11,242	68,100
13	9,256	5,341	30,310	2,037	1,333	2,027	9,579	59,883
14	9,202	4,517	32,948	1,654	1,000	1,513	7,787	58,621
15	8,086	4,059	41,372	1,336	1,054	1,274	6,589	63,770
16	5,245	3,037	22,189	1,098	624	934	5,025	38,152
17	3,323	2,064	13,402	881	561	712	3,703	24,646
18	2,475	1,481	8,579	710	498	640	2,948	17,331
19	2,085	1,315	6,698	528	447	527	2,303	13,903
20	1,902	1,134	5,543	497	386	525	1,939	11,926
21	1,690	994	5,253	415	299	377	1,799	10,827
22	1,590	899	5,863	321	223	281	1,547	10,724
23	1,302	812	4,295	249	154	238	1,312	8,362
24	978	758	3,329	212	175	224	1,105	6,781
25 - 29	4,002	2,668	13,014	908	717	664	3,969	25,942
30 - 39	4,035	3,278	13,920	977	749	694	4,158	27,811
40 - 59	2,816	2,009	8,797	576	579	499	2,380	17,656
60 - 89	2,339	1,363	5,844	527	393	299	1,647	12,412
90 - 179	2,065	966	3,751	362	362	284	1,114	8,904
180 and over	143	230	485	76	46	45	181	1,206
Not classified ³	8,332	14,607	34,381	2,161	1,011	1,797	14,059	76,348
Totals	1,360,911	1,976,902	16,920,814	350,167	171,474	172,622	1,647,989	22,600,879

¹ Exclusive of standing (L) permits and extensions.

² Persons entering and departing on the same day.

³ Not classified by length of visit.

TABLE 8. Number of Non-resident Automobiles which Entered Canada on Customs Permits Through Provinces Indicated and which Departed in the Year 1964, after Remaining One or More Nights, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ¹	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama.....	8	264	520	2,323	98	63	147	279	70	3,772
Alaska.....	—	14	72	401	228	507	816	4,945	9,979	16,962
Arizona.....	9	89	176	2,320	173	118	599	1,474	189	5,147
Arkansas.....	6	79	133	1,070	109	60	120	159	58	1,794
California.....	93	1,201	3,145	21,745	1,969	1,365	6,162	53,740	1,819	91,239
Colorado.....	7	140	389	3,056	412	517	1,587	1,740	217	8,065
Connecticut.....	881	11,805	24,081	20,257	122	52	138	274	71	57,681
Delaware.....	54	369	754	2,504	20	14	42	83	16	3,856
Dist. of Columbia.....	66	308	867	2,335	61	42	52	138	69	3,938
Florida.....	167	1,956	4,045	18,245	391	265	531	1,135	232	26,967
Georgia.....	29	256	560	3,502	91	71	165	219	79	4,972
Hawaii.....	—	20	60	329	20	2	41	257	6	735
Idaho.....	4	44	79	635	106	101	980	6,018	222	8,189
Illinois.....	155	1,248	3,506	81,199	2,608	1,035	1,781	1,794	290	93,616
Indiana.....	103	761	1,259	38,369	642	326	513	600	167	42,740
Iowa.....	21	244	474	17,830	1,739	918	640	697	145	22,708
Kansas.....	20	186	320	4,992	909	544	608	734	106	8,419
Kentucky.....	14	194	287	5,585	72	61	108	384	54	6,759
Louisiana.....	6	185	366	1,880	125	68	251	289	82	3,252
Maine.....	541	58,706	20,516	3,483	28	18	27	79	12	83,410
Maryland.....	266	1,449	3,380	14,731	114	81	210	304	41	20,576
Massachusetts.....	3,225	31,122	47,273	34,872	110	79	247	383	67	117,378
Michigan.....	154	1,659	3,653	988,556	1,456	695	1,220	1,340	442	999,175
Minnesota.....	14	227	1,007	55,531	14,814	2,543	1,498	1,524	316	77,474
Mississippi.....	6	144	421	1,536	74	44	101	188	26	2,540
Missouri.....	19	249	464	8,815	814	332	561	664	153	12,071
Montana.....	2	65	168	868	350	5,427	10,415	3,802	186	21,283
Nebraska.....	7	85	247	3,874	1,101	605	537	530	82	7,068
Nevada.....	1	26	81	428	45	49	235	1,003	68	1,936
New Hampshire.....	334	3,827	24,225	4,000	19	15	42	105	23	32,590
New Jersey.....	1,031	5,903	21,349	48,065	275	166	427	685	113	78,014
New Mexico.....	7	99	153	723	74	75	312	392	89	1,924
New York.....	2,045	11,319	96,693	752,807	407	639	841	1,260	222	866,233
North Carolina.....	49	419	972	4,407	73	62	119	202	65	6,368
North Dakota.....	1	34	142	3,272	17,908	7,913	347	435	58	30,110
Ohio.....	260	2,522	4,309	190,857	696	369	888	1,245	299	201,445
Oklahoma.....	6	106	252	2,759	287	336	426	424	77	4,673
Oregon.....	10	118	230	1,781	291	252	939	31,535	586	35,742
Pennsylvania.....	761	4,916	11,582	120,034	358	263	590	932	246	139,682
Rhode Island.....	203	2,111	7,764	5,413	15	11	27	122	9	15,675
South Carolina.....	14	209	423	1,604	69	41	101	126	41	2,628
South Dakota.....	1	18	93	1,837	1,221	605	370	340	72	4,557
Tennessee.....	35	188	403	3,756	142	72	137	281	74	5,088
Texas.....	37	517	1,157	7,695	626	471	1,604	1,959	378	14,444
Utah.....	1	31	108	1,002	95	92	1,701	1,507	84	4,621
Vermont.....	87	849	52,332	2,910	17	8	35	75	19	56,332
Virginia.....	171	1,090	2,557	10,196	228	98	220	409	108	15,077
Washington.....	5	178	365	2,585	523	500	1,973	197,054	909	204,092
West Virginia.....	18	224	243	4,980	34	24	35	73	14	5,645
Wisconsin.....	27	392	1,183	40,635	1,588	722	883	994	215	46,639
Wyoming.....	1	25	49	393	113	193	513	380	63	1,730
Totals U.S.	10,982	148,190	344,887	2,552,982	53,860	28,929	42,862	325,311	19,028	3,527,031
Not classified ² ...	153	3,010	5,683	13,773	801	377	662	5,488	107	30,054
Other countries ³ ..	14	53	484	1,003	51	26	43	189	15	1,878
Grand totals⁴	11,149	151,253	351,054	2,567,758	54,712	29,332	43,567	330,988	19,150	3,558,963

¹ Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

² Not classified by state or country of registration.

³ Other countries comprise: Argentina 7, Austria 6, Australia 6, Bahamas 24, Belgium 46, Bermuda 12, Bolivia 2, Brazil 9, British Honduras 3, China 4, Colombia 13, Costa Rica 2, Cuba 5, Denmark 28, Ecuador 1, El Salvador 3, England 306, Ethiopia 2, Finland 1, France 136, Germany 632, Gibraltar 1, Greece 3, Guam 11, Guatemala 9, Haiti 6, Honduras 2, Iceland 1, India 7, Ireland 12, Italy 20, Japan 44, Java 2, Lebanon 1, Libya 3, Luxembourg 4, Mexico 166, Morocco 1, Netherlands 52, Netherlands Antilles 9, New Zealand 2, Nicaragua 2, Norway 20, Panama Canal Zone 111, Pakistan 1, Philippine Islands 7, Peru 4, Portugal 2, Puerto Rico 12, St. Pierre and Miquelon 3, Scotland 1, Republic of South Africa 4, Southern Rhodesia 1, Spain 24, Sweden 28, Switzerland 36, Turkey 1, Venezuela 1, Virgin Islands 6, West Indies 9, Yugoslavia 1.

⁴ Do not include 26,013 standing (L) permits and 8,128 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1964, after Remaining Two or More Nights, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama.....	8	122	332	971	81	61	138	201	66	1,980
Alaska.....	—	9	50	254	225	505	810	4,351	7,942	14,146
Arizona.....	9	73	127	1,085	148	106	551	1,179	134	3,412
Arkansas.....	6	43	73	514	79	57	111	130	51	1,064
California.....	92	937	2,540	10,748	1,763	1,267	5,676	44,781	1,281	69,085
Colorado.....	7	92	311	1,156	328	471	1,447	1,364	144	5,320
Connecticut.....	863	8,324	18,353	9,917	103	50	129	241	52	38,032
Delaware.....	53	280	626	1,407	19	14	41	70	13	2,523
Dist. of Columbia..	66	257	736	1,475	51	40	45	111	22	2,803
Florida.....	161	1,590	3,254	11,176	346	238	505	911	184	18,365
Georgia.....	29	187	415	1,562	76	59	158	165	75	2,726
Hawaii.....	—	13	46	135	19	2	40	176	6	437
Idaho.....	4	34	56	328	79	92	766	4,259	172	5,790
Illinois.....	154	1,003	2,885	50,549	2,329	992	1,624	1,433	200	61,171
Indiana.....	99	535	978	22,520	556	311	467	482	130	26,078
Iowa.....	21	190	373	12,190	1,451	875	567	551	107	16,325
Kansas.....	19	112	250	2,564	757	442	525	501	76	5,246
Kentucky.....	14	133	246	3,136	62	58	98	219	45	4,011
Louisiana.....	6	113	299	847	96	60	237	196	76	1,930
Maine.....	521	21,901	13,449	1,572	21	16	26	72	9	37,587
Maryland.....	262	1,178	2,731	7,826	100	78	190	244	27	12,636
Massachusetts.....	3,180	27,621	36,893	16,736	97	73	232	344	45	85,221
Michigan.....	152	1,314	2,749	322,073	1,328	673	1,106	1,187	328	330,910
Minnesota.....	13	162	783	32,808	9,958	2,400	1,308	1,290	239	48,961
Mississippi.....	5	78	348	861	55	35	81	147	24	1,634
Missouri.....	19	197	366	5,049	662	308	497	501	108	7,707
Montana.....	2	39	132	356	253	3,474	6,758	2,668	143	13,825
Nebraska.....	7	67	167	2,105	931	554	454	402	64	4,751
Nevada.....	1	23	76	248	38	43	215	833	58	1,535
New Hampshire.....	323	3,113	14,587	1,687	17	14	41	74	18	19,874
New Jersey.....	1,015	4,996	17,037	28,186	235	154	400	595	88	52,706
New Mexico.....	7	48	122	390	58	59	300	289	74	1,347
New York.....	2,023	9,667	58,031	264,151	363	395	789	1,105	151	336,675
North Carolina.....	48	278	735	2,423	56	56	109	154	56	3,915
North Dakota.....	1	25	104	2,023	10,477	4,527	288	335	43	17,823
Ohio.....	257	1,801	3,357	119,681	623	356	816	1,051	218	128,160
Oklahoma.....	6	76	196	1,356	226	261	389	306	57	2,873
Oregon.....	10	86	191	830	235	221	811	25,232	429	28,045
Pennsylvania.....	747	3,899	9,317	75,916	317	247	549	727	190	91,909
Rhode Island.....	201	1,805	6,324	2,427	12	9	25	71	8	10,882
South Carolina.....	14	152	305	718	56	36	93	78	38	1,490
South Dakota.....	1	13	63	1,031	962	544	323	251	55	3,243
Tennessee.....	35	134	297	1,681	123	70	122	209	64	2,735
Texas.....	34	311	743	3,463	491	392	1,459	1,430	298	8,626
Utah.....	1	22	81	406	73	81	1,487	1,153	64	3,368
Vermont.....	85	696	13,304	1,464	15	7	34	60	16	15,681
Virginia.....	171	838	1,988	5,559	188	93	208	316	88	9,449
Washington.....	4	119	267	1,342	462	447	1,605	118,258	677	123,181
West Virginia.....	16	108	180	3,195	27	20	31	63	14	3,654
Wisconsin.....	27	252	898	26,301	1,341	679	783	799	167	31,247
Wyoming.....	1	13	27	174	75	168	471	287	51	1,267
Totals U.S.	10,800	95,079	217,803	1,066,572	38,443	22,190	35,935	221,854	14,685	1,723,361
Not classified ³	153	3,010	5,683	13,773	801	377	662	5,488	107	30,054
Other countries ⁴	13	41	366	608	44	26	38	157	7	1,300
Grand totals ..	10,966	98,130	223,852	1,080,953	39,288	22,593	36,635	227,499	14,799	1,754,715

¹ Exclusive of standing (L) permits and extensions.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Not classified by state or country of registration.

⁴ Other countries comprise: Argentina 2, Austria 5, Australia 6, Bahamas 23, Belgium 32, Bermuda 9, Bolivia 2, Brazil 3, British Honduras 3, China 4, Colombia 8, Costa Rica 2, Cuba 4, Denmark 26, Ecuador 1, El Salvador 3, England 236, Ethiopia 1, Finland 1, France 92, Germany 400, Gibraltar 1, Greece 2, Guam 10, Guatemala 9, Haiti 5, Honduras 2, India 2, Ireland 7, Italy 16, Japan 29, Java 2, Lebanon 1, Libya 3, Luxembourg 4, Mexico 131, Morocco 1, Netherlands 34, Netherlands Antilles 8, New Zealand 2, Nicaragua 2, Norway 9, Panama Canal Zone 54, Pakistan 1, Philippine Islands 5, Peru 2, Puerto Rico 7, St. Pierre and Miquelon 3, Scotland 1, Republic of South Africa 2, Southern Rhodesia 1, Spain 15, Sweden 26, Switzerland 29, Turkey 1, Virgin Islands 5, West Indies 4, Yugoslavia 1.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1960-64**

Classified by Selected U.S. Federal States of Registration

State	1960	1961	1962	1963	1964
North Eastern.....	1, 182, 646	1, 239, 689	1, 295, 279	1, 350, 447	1, 446, 995
Connecticut.....	44, 433	46, 555	52, 242	54, 198	57, 681
Maine.....	75, 915	75, 177	76, 334	78, 589	83, 410
Massachusetts.....	101, 777	105, 218	110, 918	114, 377	117, 378
New Hampshire.....	28, 326	29, 693	30, 293	29, 904	32, 590
New Jersey.....	63, 365	66, 463	70, 670	78, 272	78, 014
New York.....	690, 677	739, 441	759, 057	790, 110	866, 233
Pennsylvania.....	112, 718	112, 612	129, 731	136, 383	139, 682
Rhode Island.....	13, 811	13, 810	14, 952	15, 360	15, 675
Vermont.....	51, 624	50, 720	51, 082	53, 254	56, 332
Per cent of total.....	43. 9	43. 3	42. 4	41. 8	41. 0
Great Lakes.....	1, 006, 494	1, 071, 587	1, 138, 388	1, 243, 376	1, 383, 615
Illinois.....	62, 146	67, 284	76, 427	80, 507	93, 616
Indiana.....	28, 434	29, 783	34, 575	38, 152	42, 740
Michigan.....	737, 359	785, 532	811, 458	888, 968	999, 175
Ohio.....	148, 181	151, 794	174, 196	192, 123	201, 445
Wisconsin.....	30, 374	37, 194	41, 732	43, 626	46, 639
Per cent of total.....	37. 4	37. 4	37. 2	38. 4	39. 2
North Western.....	96, 805	109, 100	111, 585	123, 303	128, 867
Minnesota.....	54, 895	65, 211	67, 650	72, 834	77, 474
Montana.....	17, 990	18, 182	19, 209	21, 464	21, 283
North Dakota.....	23, 920	25, 707	24, 726	29, 005	30, 110
Per cent of total.....	3. 6	3. 8	3. 7	3. 8	3. 6
West Coast.....	235, 528	261, 790	299, 305	300, 645	331, 073
California.....	64, 971	69, 184	111, 354	78, 433	91, 239
Oregon.....	25, 111	28, 509	28, 426	32, 145	35, 742
Washington.....	145, 446	164, 097	159, 525	190, 067	204, 092
Per cent of total.....	8. 7	9. 1	9. 8	9. 3	9. 4
Other (Remaining states and foreign countries).....	171, 858	182, 253	211, 558	216, 222	238, 359
Per cent of total.....	6. 4	6. 4	6. 9	6. 7	6. 8
Totals.....	2, 693, 331	2, 864, 419	3, 056, 115	3, 233, 993	3, 528, 909
Not classified ²	20, 050	28, 272	24, 120	25, 921	30, 054

¹ Includes all entries of automobiles spending one or more nights in Canada—excludes vehicles entering and departing on the same day, extensions, and all trips on standing (L) permits.

² Not classified by state or country of registration — excluded from totals.

TABLE 11. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail, 1960-64

Classified by Selected U.S. Federal States of Origin²

State	1960	1961	1962	1963	1964
North Eastern	398,000	432,000	425,000	445,000	472,000
Connecticut	23,000	31,000	32,000	30,000	28,000
Massachusetts	55,000	67,000	50,000	55,000	71,000
New Jersey	61,000	54,000	61,000	61,000	61,000
New York	179,000	208,000	214,000	217,000	239,000
Pennsylvania	55,000	54,000	51,000	64,000	51,000
Other North Eastern ³	25,000	18,000	17,000	18,000	22,000
Per cent of total	37.3	39.9	37.8	38.4	37.1
Great Lakes	264,000	258,000	256,000	262,000	278,000
Illinois	81,000	90,000	82,000	91,000	79,000
Indiana	15,000	23,000	19,000	12,000	15,000
Michigan	79,000	60,000	66,000	61,000	85,000
Ohio	72,000	66,000	70,000	77,000	76,000
Wisconsin	17,000	19,000	19,000	21,000	23,000
Per cent of total	24.8	23.8	22.8	22.6	21.9
North Western	43,000	54,000	52,000	83,000	60,000
Minnesota	32,000	33,000	39,000	63,000	38,000
Other North Western ³	11,000	21,000	13,000	20,000	22,000
Per cent of total	4.0	4.9	4.6	7.1	4.7
West Coast	193,000	168,000	206,000	195,000	256,000
California	101,000	65,000	113,000	94,000	118,000
Oregon	23,000	17,000	19,000	22,000	29,000
Washington	69,000	86,000	74,000	79,000	109,000
Per cent of total	18.1	15.5	18.3	16.8	20.1
Remaining states	169,000	172,000	186,000	175,000	206,000
Colorado	8,000	11,000	13,000	13,000	14,000
Florida	9,000	13,000	9,000	10,000	10,000
Iowa	10,000	11,000	9,000	8,000	8,000
Maryland	12,000	13,000	9,000	9,000	12,000
Missouri	18,000	10,000	20,000	17,000	14,000
Texas	24,000	23,000	26,000	25,000	30,000
Other remaining ³	88,000	91,000	100,000	93,000	118,000
Per cent of total	15.8	15.9	16.5	15.1	16.2
Totals	1,067,000	1,084,000	1,125,000	1,160,000	1,272,000

¹ Exclusive of in transit traffic.

² State of origin estimated on the basis of the U.S. Department of Commerce survey.

³ Includes states normally below an estimate of 10,000 entries.

TABLE 12. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail in 1964, classified by Length of Visit

Estimated days stay	Plane		Bus		Rail	
	Number of persons	Per cent of total persons	Number of persons	Per cent of total persons	Number of persons	Per cent of total persons
1 ²	32,213	5.85	36,236	7.54	14,402	5.98
2	91,957	16.70	46,905	9.76	22,804	9.48
3	105,668	19.19	66,417	13.82	34,911	14.51
4	85,460	15.52	62,380	12.98	39,698	16.50
5	53,027	9.63	37,486	7.80	24,657	10.25
6	39,811	7.23	22,635	4.71	17,353	7.21
7	27,697	5.03	31,382	6.53	17,720	7.36
8	19,162	3.48	41,859	8.71	11,535	4.79
9	13,216	2.40	14,610	3.04	9,878	4.10
10	11,453	2.08	19,752	4.11	6,765	2.81
11	11,398	2.07	10,381	2.16	4,657	1.93
12	9,802	1.78	8,699	1.81	4,346	1.81
13	5,782	1.05	6,584	1.37	2,930	1.22
14	6,057	1.10	6,440	1.34	3,618	1.50
15	7,379	1.34	5,046	1.05	3,796	1.58
16	3,744	0.68	9,900	2.06	1,905	0.79
17	1,046	0.19	4,469	0.93	2,734	1.14
18	3,194	0.58	2,787	0.58	1,741	0.72
19	1,432	0.26	2,787	0.58	1,679	0.70
20	826	0.15	3,316	0.69	905	0.38
21	1,927	0.35	3,701	0.77	590	0.24
22	1,266	0.23	2,883	0.60	969	0.40
23	1,212	0.22	2,115	0.44	713	0.30
24	2,478	0.45	2,932	0.61	1,079	0.45
25 - 29	3,634	0.66	7,353	1.53	2,578	1.07
30 - 39	4,185	0.76	9,564	1.99	2,683	1.11
40 - 59	3,249	0.59	6,488	1.35	1,921	0.80
60 - 89	2,368	0.43	4,998	1.04	2,084	0.87
90 - 179	—	—	481	0.10	—	—
180 and over	—	—	—	—	—	—
Totals	550,643	100.00	480,586	100.00	240,651	100.00

¹ Exclusive of in transit traffic.² Persons entering and departing on the same day.

TABLE 13. Number and Expenditures of Canadian Automobiles Returning to Canada in 1964, classified by Length of Visit

Estimated days stay	Number of cars	Per cent of total cars	Number of car days	Estimated expenditures	Per cent of total expenditures	Average expenditure per car	Average expenditure per car per day
				\$		\$	\$
1 ¹	7,732,269	84.44	7,732,269	35,777,200	14.08	4.60	4.60
2	328,795	3.59	657,590	9,518,800	3.75	29.00	14.50
3	242,019	2.64	726,057	17,541,800	6.90	72.50	24.20
4	150,500	1.64	602,000	14,259,300	5.61	94.80	23.70
5	112,953	1.23	564,765	13,471,400	5.30	119.30	23.90
6	70,112	0.77	420,672	10,109,500	3.98	144.20	24.00
7	74,605	0.81	522,235	11,744,000	4.62	157.40	22.50
8	47,506	0.52	380,048	8,204,600	3.23	172.70	21.60
9	29,916	0.33	269,244	5,637,300	2.22	188.40	20.90
10	58,795	0.64	587,950	12,143,100	4.78	206.50	20.70
11	17,895	0.19	196,845	4,049,300	1.59	226.30	20.60
12	26,457	0.29	317,484	6,276,200	2.47	237.20	19.80
13	15,429	0.17	200,577	4,034,100	1.59	261.50	20.10
14	44,425	0.48	621,950	12,305,700	4.84	277.00	19.80
15	28,447	0.31	426,705	8,008,300	3.15	281.50	18.80
16	16,933	0.18	270,928	5,390,300	2.12	318.30	19.90
17	12,131	0.13	206,227	3,959,400	1.56	326.40	19.20
18	12,657	0.14	227,826	4,468,400	1.76	353.00	19.60
19	6,949	0.08	132,031	2,598,600	1.02	374.00	19.70
20	13,653	0.15	273,060	5,421,700	2.13	397.10	19.90
21	21,589	0.24	453,369	8,751,000	3.44	405.30	19.30
22	6,308	0.07	138,776	2,602,000	1.03	412.50	18.80
23	5,129	0.06	117,967	2,083,600	0.82	406.30	17.70
24	4,250	0.05	102,000	1,917,500	0.76	451.10	18.80
25- 29	17,503	0.19	470,481	8,215,800	3.23	469.40	17.50
30- 39	22,043	0.24	707,801	11,240,700	4.42	509.90	15.90
40- 59	13,519	0.15	625,795	7,821,300	3.08	578.50	12.50
60- 89	8,929	0.10	620,298	5,727,500	2.25	641.50	9.20
90-179	12,056	0.13	1,513,390	8,221,800	3.24	682.00	5.40
180 and over	3,452	0.04	737,692	2,625,600	1.03	760.60	3.60
Totals	9,157,224	100.00	20,824,032	254,125,800	100.00	27.80	12.20
Average length of stay per car			2.27				

¹ Automobiles leaving and returning on the same day.

**TABLE 14. Number of and Average Expenditure per Day by Canadian Motorists
Returning to Canada in 1964, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of person days	Average expenditure per person per day
				\$
1 ¹	2.69	20,764,407	20,764,407	1.70
2	2.83	930,342	1,860,684	5.10
3	2.75	666,353	1,999,059	8.80
4	2.77	417,154	1,668,616	8.50
5	2.75	310,762	1,553,810	8.70
6	2.71	190,106	1,140,636	8.90
7	2.70	201,169	1,408,183	8.30
8	2.83	134,634	1,077,072	7.60
9	2.80	83,911	755,199	7.50
10	2.70	158,683	1,586,830	7.70
11	2.78	49,742	547,162	7.40
12	2.61	69,163	829,956	7.60
13	2.75	42,466	552,058	7.30
14	2.69	119,373	1,671,222	7.40
15	2.93	83,334	1,250,010	6.40
16	2.84	48,057	768,912	7.00
17	2.83	34,339	583,763	6.80
18	2.70	34,202	615,636	7.30
19	2.49	17,295	328,605	7.90
20	2.42	33,090	661,800	8.20
21	2.43	52,503	1,102,563	7.90
22	2.45	15,458	340,076	7.70
23	2.71	13,889	319,447	6.50
24	2.42	10,273	246,552	7.80
25- 29	2.50	43,742	1,175,785	7.00
30- 39	2.30	50,751	1,629,615	6.90
40- 59	2.23	30,081	1,392,449	5.60
60- 89	2.01	17,973	1,248,584	4.60
90-179	1.84	22,188	2,785,260	3.00
180 and over	1.81	6,248	1,335,198	2.00
Totals	2.69	24,651,688	53,199,149	4.80
Average length of stay per person			2.16	

¹ Motorists leaving and returning on the same day.

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1964, classified by Length of Visit, by Province of Re-entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ¹	1,818,325	1,188,084	3,539,999	158,264	81,869	52,770	892,958	7,732,269
2	48,423	86,193	124,153	14,824	4,267	4,531	46,404	328,795
3	17,255	56,663	92,832	18,011	5,595	4,273	47,390	242,019
4	11,225	43,996	56,306	10,016	3,481	3,103	22,373	150,500
5	11,179	40,355	38,720	6,319	1,688	1,786	12,906	112,953
6	7,153	24,861	24,036	3,621	1,377	1,508	7,556	70,112
7	6,836	28,497	25,394	3,634	1,728	1,270	7,246	74,605
8	4,011	18,133	15,450	2,184	904	1,334	5,490	47,506
9	2,313	10,042	10,015	1,178	671	1,179	4,518	29,916
10	4,033	20,281	21,603	2,420	961	966	8,531	58,795
11	1,219	5,580	5,873	596	498	659	3,470	17,895
12	1,777	7,767	10,063	1,064	571	478	4,737	26,457
13	1,870	4,546	4,765	674	335	540	2,699	15,429
14	1,539	15,202	17,922	1,626	613	991	6,532	44,425
15	1,301	13,259	7,751	738	474	1,005	3,919	28,447
16	1,266	6,003	5,918	549	262	258	2,677	16,933
17	458	4,264	3,987	375	300	334	2,413	12,131
18	895	3,661	4,188	662	282	320	2,649	12,657
19	468	1,996	2,564	234	177	120	1,390	6,949
20	671	4,312	5,264	521	466	221	2,198	13,653
21	938	9,231	7,339	796	316	396	2,573	21,589
22	—	2,109	2,551	309	110	258	971	6,308
23	482	1,294	1,738	245	140	135	1,095	5,129
24	407	1,155	1,406	171	187	64	860	4,250
25- 29	1,568	4,454	7,109	1,362	486	205	2,319	17,503
30- 39	1,386	8,608	7,145	835	598	602	2,869	22,043
40- 59	1,448	4,641	3,970	587	356	358	2,159	13,519
60- 89	1,217	2,924	2,828	173	172	369	1,246	8,929
90-179	894	3,578	4,004	1,033	825	327	1,395	12,056
180 and over	154	753	1,752	268	131	104	290	3,452
Totals	1,950,711	1,622,442	4,056,645	233,289	109,840	80,464	1,103,833	9,157,224

¹ Automobiles leaving and returning on the same day.

TABLE 16. Number and Expenditures of Canadian Travellers Returning to Canada by Plane in 1964, classified by Length of Visit

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ¹	26,493	4.9	26,493	1,765,600	1.5	66.60	66.60
2	56,551	10.4	113,102	5,677,800	4.9	100.40	50.20
3	53,043	9.7	159,129	6,787,100	5.9	128.00	42.70
4	49,051	9.0	196,204	7,815,900	6.8	159.30	39.80
5	42,094	7.7	210,470	7,515,900	6.5	178.60	35.70
6	27,035	5.0	162,210	5,729,800	5.0	211.90	35.30
7	29,264	5.4	204,848	6,218,500	5.4	212.50	30.40
8	17,210	3.2	137,680	3,594,900	3.1	208.90	26.10
9	10,019	1.8	90,171	2,029,500	1.8	202.60	22.50
10	29,942	5.5	299,420	6,587,800	5.7	220.00	22.00
11	6,706	1.2	73,766	1,669,300	1.4	248.90	22.60
12	14,361	2.6	172,332	3,405,600	3.0	237.10	19.80
13	8,527	1.6	110,851	2,048,000	1.8	240.20	18.50
14	38,101	7.0	533,414	8,761,800	7.6	230.00	16.40
15	14,186	2.6	212,790	3,579,200	3.1	252.30	16.80
16	8,663	1.6	138,608	2,163,000	1.9	249.70	15.60
17	10,291	1.9	174,947	2,553,300	2.2	248.10	14.60
18	6,240	1.2	112,320	1,720,900	1.5	275.80	15.30
19	3,643	0.7	69,217	941,200	0.8	258.40	13.60
20	7,229	1.3	144,580	2,219,600	1.9	307.10	15.40
21	19,516	3.6	409,836	5,888,200	5.1	301.70	14.40
22	2,888	0.5	63,536	798,400	0.7	276.50	12.60
23	2,442	0.5	56,166	632,500	0.6	259.00	11.30
24	2,345	0.4	56,280	707,100	0.6	301.50	12.60
25- 29	10,988	2.0	298,214	3,584,600	3.1	326.20	12.00
30- 39	18,256	3.4	585,652	5,804,100	5.0	317.90	9.90
40- 59	10,426	1.9	480,222	4,099,200	3.6	393.20	8.50
60- 89	7,849	1.4	539,776	3,732,700	3.2	475.60	6.90
90-179	8,740	1.6	1,024,328	4,754,100	4.1	543.90	4.60
180 and over	2,326	0.4	477,621	2,579,400	2.2	1,109.00	5.40
Totals	544,425	100.0	7,334,183	115,365,000	100.0	211.90	15.70

¹ Persons leaving and returning on the same day.

TABLE 17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus¹ in 1964, classified by Length of Visit

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ²	16,972	3.9	16,972	218,800	0.4	12.90	12.90
2	48,689	11.1	97,378	1,584,200	3.2	32.50	16.30
3	59,318	13.5	177,954	2,800,100	5.6	47.20	15.70
4	37,674	8.6	150,696	2,062,100	4.1	54.70	13.70
5	26,273	6.0	131,365	1,774,300	3.5	67.50	13.50
6	15,944	3.6	95,664	1,400,300	2.8	87.80	14.60
7	31,330	7.1	219,310	2,942,800	5.9	93.90	13.40
8	16,758	3.8	134,064	1,794,700	3.6	107.10	13.40
9	10,115	2.3	91,035	1,085,800	2.2	107.40	11.90
10	24,087	5.5	240,870	2,776,300	5.5	115.30	11.50
11	6,772	1.5	74,492	843,400	1.7	124.50	11.30
12	11,615	2.7	139,380	1,581,400	3.2	136.20	11.40
13	6,258	1.4	81,354	975,400	1.9	155.90	12.00
14	22,801	5.2	319,214	3,298,000	6.6	144.60	10.30
15	10,672	2.4	160,080	1,752,100	3.5	164.20	11.00
16	6,300	1.4	100,800	1,108,200	2.2	175.90	11.00
17	4,200	1.0	71,400	734,400	1.5	174.90	10.30
18	4,757	1.1	85,626	819,300	1.6	172.20	9.60
19	2,357	0.5	44,783	403,200	0.8	171.10	9.00
20	5,057	1.2	101,140	882,700	1.8	174.60	8.70
21	11,744	2.7	246,624	2,101,300	4.2	178.90	8.50
22	2,743	0.6	60,346	506,400	1.0	184.60	8.40
23	2,057	0.5	47,311	491,500	1.0	238.90	10.40
24	2,872	0.7	68,928	506,300	1.0	176.30	7.40
25 - 29	9,772	2.2	267,362	2,132,700	4.3	218.20	8.00
30 - 39	14,187	3.2	461,078	3,127,000	6.2	220.40	6.80
40 - 59	11,958	2.7	553,655	3,098,000	6.2	259.10	5.60
60 - 89	7,800	1.8	531,414	2,244,200	4.5	287.70	4.20
90 - 179	6,086	1.4	695,995	3,004,800	6.0	493.70	4.30
180 and over	1,757	0.4	376,209	1,978,800	4.0	1,126.20	5.30
Totals	438,925	100.0	5,842,499	50,028,500	100.0	114.00	8.60

¹ Exclusive of in transit traffic.

² Persons leaving and returning on the same day.

TABLE 18. Number and Expenditures of Canadian Travellers Returning to Canada by Rail¹ in 1964, classified by Length of Visit

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ²	6,018	2.5	6,018	186,700	0.6	31.00	31.00
2	21,452	9.0	42,904	977,500	2.9	45.60	22.80
3	30,446	12.8	91,338	1,850,400	5.6	60.80	20.30
4	24,961	10.5	99,844	1,989,000	6.0	79.70	19.90
5	20,719	8.7	103,595	1,817,200	5.5	87.70	17.50
6	11,703	4.9	70,218	1,300,300	3.9	111.10	18.50
7	16,278	6.8	113,946	1,690,500	5.1	103.90	14.80
8	8,727	3.7	69,816	980,800	2.9	112.40	14.10
9	4,197	1.8	37,773	482,600	1.4	115.00	12.80
10	13,680	5.7	136,800	1,655,000	5.0	121.00	12.10
11	3,109	1.3	34,199	459,700	1.4	147.90	13.40
12	5,618	2.3	67,416	883,400	2.7	157.20	13.10
13	2,798	1.2	36,374	459,500	1.4	164.20	12.60
14	12,791	5.4	179,074	2,066,400	6.2	161.60	11.50
15	5,197	2.2	77,955	987,500	3.0	190.00	12.70
16	3,176	1.3	50,816	621,800	1.9	195.80	12.20
17	2,576	1.1	43,792	544,700	1.6	211.40	12.40
18	2,199	0.9	39,582	510,700	1.5	232.20	12.90
19	1,177	0.5	22,363	260,800	0.8	221.60	11.70
20	3,220	1.3	64,400	661,000	2.0	205.30	10.30
21	5,485	2.3	115,185	1,248,700	3.8	227.70	10.80
22	1,488	0.6	32,736	336,400	1.0	226.10	10.30
23	1,310	0.5	30,130	331,100	1.0	252.70	11.00
24	977	0.4	23,448	267,700	0.8	274.00	11.40
25 - 29	5,285	2.2	142,589	1,424,800	4.3	269.60	10.00
30 - 39	9,083	3.8	293,290	2,646,800	8.0	291.40	9.00
40 - 59	5,952	2.5	273,137	1,776,600	5.3	298.50	6.50
60 - 89	3,753	1.6	258,319	1,386,700	4.2	369.50	5.40
90 - 179	3,997	1.7	456,857	2,331,000	7.0	583.20	5.10
180 and over	1,221	0.5	271,441	1,071,600	3.2	877.60	4.00
Totals	238,593	100.0	3,285,355	33,206,900	100.0	139.00	10.10

¹ Exclusive of in transit traffic.² Persons leaving and returning on the same day.

**TABLE 19. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Province of Entry, 1960 - 64**

Province of entry	1960	1961	1962	1963	1964
Length of stay—One or more nights in Canada					
Atlantic Provinces	153,347	158,925	162,791	171,385	184,764
Quebec	327,889	336,251	339,881	337,092	360,363
Ontario	1,970,479	2,121,440	2,236,169	2,439,526	2,683,576
Manitoba	43,956	46,349	48,961	56,047	60,196
Saskatchewan	23,130	23,742	25,311	30,024	30,966
Alberta	42,025	43,815	46,230	51,017	48,550
British Columbia	250,846	280,930	353,631	315,944	349,389
Yukon Territory	13,507	14,481	17,623	20,012	21,359
Canada	2,825,179	3,025,933	3,230,597	3,421,047	3,739,163¹
Length of stay—Entering and departing on the same day					
Atlantic Provinces	224,324	234,073	260,238	280,159	301,795
Quebec	295,068	320,815	324,121	329,126	336,977
Ontario	2,809,937	2,927,477	3,049,399	3,224,274	3,371,730
Manitoba	49,816	52,163	52,210	55,937	56,069
Saskatchewan	19,816	21,347	25,304	29,255	30,079
Alberta	14,946	13,036	14,398	15,106	14,723
British Columbia	143,235	167,066	195,588	189,587	213,879
Yukon Territory	225	297	860	1,752	2,090
Canada	3,557,367	3,736,274	3,922,118	4,125,196	4,327,342²
Repeats and taxis					
Atlantic Provinces	1,260,655	1,186,555	1,156,677	1,031,629	948,306
Quebec	181,698	181,612	172,565	174,874	162,491
Ontario	890,139	884,649	851,087	774,465	841,482
Manitoba	52,238	53,227	52,056	59,274	60,749
Saskatchewan	13,332	14,106	14,590	15,585	17,630
Alberta	21,105	21,993	21,822	24,019	19,942
British Columbia	62,640	58,306	53,790	50,505	54,493
Yukon Territory	8	—	189	247	374
Canada	2,481,815	2,400,448	2,322,776	2,130,598	2,105,467
Commercial vehicles					
Atlantic Provinces	94,857	81,276	79,221	62,831	57,063
Quebec	107,172	112,331	107,437	112,416	108,058
Ontario	190,500	184,943	201,168	214,119	211,896
Manitoba	22,917	27,473	22,649	19,299	16,407
Saskatchewan	6,817	8,146	9,652	10,356	11,514
Alberta	8,791	7,373	8,551	13,908	9,522
British Columbia	53,361	58,244	58,299	62,544	67,014
Yukon Territory	1,950	1,443	2,155	2,127	4,015
Canada	486,365	481,229	489,132	497,600	485,489

¹ Includes 268 bicycles, 3,659 motorcycles and 98,063 trailers in 1964.

² Includes 124 bicycles, 4,513 motorcycles and 13,058 trailers in 1964.

**TABLE 20. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1960-64**

Month	1960	1961	1962	1963	1964
Length of stay — One or more nights in Canada					
January	78,574	83,795	82,376	86,802	102,124
February	77,393	85,014	86,312	92,739	115,587
March	84,936	108,816	112,876	118,683	131,063
April	133,167	133,707	148,027	159,105	161,251
May	210,024	212,111	223,879	239,757	288,197
June	309,351	345,074	416,673	423,303	454,153
July	621,038	655,675	662,234	706,595	754,086
August	565,062	605,027	705,984	765,973	778,422
September	326,046	349,414	339,474	331,185	404,132
October	185,519	190,995	190,266	216,508	244,394
November	121,594	130,784	137,621	152,863	160,585
December	112,475	125,521	124,875	127,534	145,169
Totals	2,825,179	3,025,933	3,230,597	3,421,047	3,739,163¹
Length of stay — Entering and departing on the same day					
January	154,593	172,003	161,664	164,234	200,242
February	133,689	160,976	154,980	168,784	208,592
March	160,707	195,459	216,295	232,063	239,319
April	263,101	273,019	286,523	307,221	301,626
May	296,404	308,480	336,882	344,233	392,876
June	357,946	369,679	422,162	476,981	452,145
July	603,834	620,524	631,563	658,567	704,388
August	574,953	579,835	631,183	650,599	643,986
September	341,353	364,912	375,739	360,327	400,261
October	271,277	270,149	259,446	305,714	309,068
November	214,733	222,543	234,370	247,785	264,802
December	184,777	198,695	211,311	208,688	210,037
Totals	3,557,367	3,736,274	3,922,118	4,125,196	4,327,342²

¹ Includes 268 bicycles, 3,659 motorcycles and 98,063 trailers in 1964.² Includes 124 bicycles, 4,513 motorcycles and 13,058 trailers in 1964.

**TABLE 20. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1960-64 — Concluded**

Month	1960	1961	1962	1963	1964
Repeats and taxis					
January	142,505	136,012	128,044	108,837	112,853
February	130,307	121,343	115,202	104,689	106,751
March	150,101	142,556	137,324	114,486	120,787
April	171,477	169,865	172,157	150,578	140,282
May	203,535	200,053	203,097	177,089	184,086
June	236,583	239,206	244,231	218,772	218,807
July	314,601	315,575	299,415	285,371	281,608
August	331,083	315,804	314,263	298,127	285,848
September	251,462	237,791	233,181	207,276	210,063
October	216,705	207,496	188,567	189,127	175,391
November	178,149	166,601	157,486	152,705	147,731
December	155,307	148,146	129,809	123,541	121,260
Totals	2,481,815	2,400,448	2,322,776	2,130,598	2,105,467
Commercial vehicles					
January	43,385	38,083	41,619	43,760	41,200
February	44,665	39,248	40,247	41,867	39,060
March	47,794	43,312	44,173	46,652	39,781
April	39,292	36,204	37,907	42,377	40,518
May	39,188	40,779	41,867	40,171	40,538
June	39,177	41,978	40,383	39,910	43,045
July	37,916	44,075	40,598	41,350	40,193
August	39,976	42,743	42,725	42,084	40,159
September	37,414	37,520	37,240	38,338	40,035
October	39,854	40,731	41,871	43,939	40,546
November	40,736	39,211	41,527	38,775	39,429
December	36,968	37,345	38,975	38,377	40,985
Totals	486,365	481,229	489,132	497,600	485,489

TABLE 21. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1960 - 64

Province of entry	1960	1961	1962	1963	1964
Aeroplane					
Atlantic Provinces	19,155	22,871	21,786	23,790	25,681
Quebec	119,301	142,178	136,295	149,060	166,428
Ontario	176,430	212,829	214,511	216,505	242,422
Manitoba	20,350	17,412	17,993	17,832	23,263
Saskatchewan.....	2,864	4,210	4,102	3,112	3,362
Alberta	16,200	9,232	9,254	9,927	15,405
British Columbia	71,399	69,329	71,264	64,097	74,082
Yukon Territory ¹	9,116	7,458	7,303	2,729	2,673
Canada	434,815	485,519	482,508	487,052	553,316
Bus²					
Atlantic Provinces	8,224	8,914	11,793	13,297	12,940
Quebec	68,844	77,096	88,988	85,454	95,614
Ontario	281,034	266,323	273,073	339,045	363,012
Manitoba	7,988	6,752	9,591	9,539	8,742
Saskatchewan.....	455	374	356	232	219
Alberta	7,327	7,759	9,345	8,901	9,111
British Columbia	40,036	45,915	60,285	52,884	60,087
Yukon Territory	1,624	2,237	2,238	2,805	2,596
Canada	415,532	415,370	455,669	512,157	552,321
Rail³					
Atlantic Provinces	3,665	1,298	1,431	1,454	442
Quebec	88,307	73,272	76,524	68,695	83,257
Ontario	113,272	96,472	89,671	76,336	84,602
Manitoba	17,962	18,227	27,633	22,669	22,372
Saskatchewan.....	4,410	3,409	4	4	4
Alberta	1,490	1,517	4	4	4
British Columbia	39,637	33,684	35,141	30,598	33,653
Yukon Territory	10,784	12,460	14,174	16,988	16,325
Canada	279,527	240,339	244,574	216,740	240,651
Boat					
Atlantic Provinces	5,606	4,373	4,490	2,311	1,427
Quebec	7,103	6,675	10,609	9,734	13,115
Ontario	294,444	319,857	347,987	376,338	353,183
Manitoba	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	132,140	134,807	333,409	119,588	124,352
Yukon Territory ¹	12	1	3	8	9
Canada	439,305	465,713	696,498	507,979	492,086

¹ Yukon Territory traffic is practically all in transit to and from Alaska.² Exclusive of local bus traffic between border communities but including in transit traffic.³ After deducting in transit passengers across Southern Ontario.⁴ No direct entries reported.

TABLE 22. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1960-64

Month	1960	1961	1962	1963	1964
Aeroplane¹					
January	25,235	26,002	28,371	29,789	36,483
February	23,556	21,863	25,613	27,143	29,263
March	25,766	28,301	27,881	29,297	32,917
April	27,858	30,214	33,412	31,829	35,375
May	37,504	40,339	42,976	40,560	49,081
June	52,499	54,701	58,116	55,809	60,865
July	52,068	57,242	56,448	56,024	66,272
August	53,220	66,430	60,000	60,308	65,742
September	47,324	57,892	49,353	48,975	55,725
October	36,532	40,751	40,743	44,311	46,251
November	27,065	30,960	31,471	32,148	37,912
December	26,188	30,824	28,124	30,859	37,430
Totals	434,815	485,519	482,508	487,052	553,316
Bus²					
January	12,793	15,475	13,610	14,708	23,239
February	13,633	18,710	15,986	16,443	19,164
March	13,316	15,789	15,070	18,774	19,730
April	26,543	22,848	26,994	30,148	30,522
May	39,377	36,593	39,723	44,557	53,409
June	48,115	47,360	53,729	60,432	61,469
July	84,406	76,612	83,127	90,374	101,506
August	72,389	72,837	84,550	117,769	102,313
September	40,636	44,138	52,425	50,402	59,178
October	27,840	26,384	29,406	28,824	34,894
November	19,400	20,541	21,529	20,890	24,068
December	17,084	18,083	19,520	18,836	22,829
Totals	415,532	415,370	455,669	512,157	552,321

See footnotes at end of table.

TABLE 22. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1960-64 — Concluded

Month	1960	1961	1962	1963	1964
Rail (Gross entries)					
January	46,779	35,777	38,840	34,562	46,098
February	43,475	33,747	31,018	28,269	22,957
March	37,265	31,631	29,286	26,425	29,470
April	42,161	37,161	34,035	31,443	26,245
May	46,280	40,677	36,592	32,129	33,244
June	61,050	51,058	56,773	45,415	50,150
July	73,265	62,909	72,670	58,354	63,421
August	69,347	63,941	65,828	57,611	62,046
September	50,524	44,723	46,292	35,859	40,346
October	39,218	37,843	32,365	28,586	32,260
November	31,827	29,514	30,002	23,179	25,505
December	48,958	43,212	43,069	42,714	41,064
Totals	590,149	512,193	516,770	444,546	472,806
Rail (Net entries)³					
January	17,996	14,420	13,220	12,351	19,825
February	19,110	14,264	13,200	11,774	11,772
March	15,847	13,226	11,399	10,884	13,708
April	17,165	14,011	13,167	13,065	12,423
May	21,899	19,207	16,474	16,250	17,439
June	33,899	26,777	30,787	25,095	25,818
July	41,498	38,129	45,655	33,904	36,146
August	36,231	33,712	35,859	33,917	33,394
September	22,979	20,371	20,529	17,389	21,348
October	17,804	17,272	13,925	14,715	16,546
November	13,499	11,825	12,015	11,726	12,488
December	21,600	17,125	18,344	15,670	19,744
Totals	279,527	240,339	244,574	216,740	240,651
Boat					
January	651	851	277	442	1,140
February	1,227	1,476	503	267	398
March	1,782	236	824	411	264
April	1,680	1,276	1,369	1,270	1,081
May	17,852	19,759	42,624	17,937	22,370
June	60,599	61,040	112,308	76,858	72,692
July	133,043	138,039	194,106	151,973	160,852
August	140,063	149,699	216,968	161,058	155,920
September	63,290	74,481	103,381	70,856	64,249
October	15,015	15,360	21,605	22,810	10,990
November	3,008	2,796	2,053	3,675	1,957
December	1,095	700	480	422	173
Totals	439,305	465,713	696,498	507,979	492,086

¹ Including traffic in transit to and from Alaska.

² Exclusive of local bus traffic between border communities but including in transit traffic.

³ After deducting in transit passengers.

TABLE 23. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Province of Re-entry into Canada, 1960-64

Province of re-entry	1960	1961	1962	1963	1964
Length of stay — One or more nights in United States					
Atlantic Provinces	142,266	124,692	135,078	113,293	132,386
Quebec	378,173	381,967	349,027	380,749	434,340
Ontario	535,481	545,361	432,570	460,495	516,646
Manitoba	79,710	79,052	69,393	78,765	75,025
Saskatchewan	33,191	29,542	23,242	25,188	27,971
Alberta	46,410	39,212	28,705	30,168	27,694
British Columbia	268,234	266,314	229,889	201,107	210,624
Yukon Territory	607	678	952	1,132	1,047
Canada	1,484,072	1,466,818	1,268,856	1,290,897	1,425,733
Length of stay — Leaving and returning same day					
Atlantic Provinces	1,841,852	1,883,640	1,872,867	1,907,400	1,947,397
Quebec	1,031,255	1,098,335	1,054,946	1,074,882	1,211,561
Ontario	3,092,997	3,038,938	3,057,106	3,338,450	3,600,788
Manitoba	158,501	169,244	163,065	170,771	163,144
Saskatchewan	79,151	79,475	72,246	74,606	82,387
Alberta	53,403	59,184	59,933	62,976	53,295
British Columbia	884,711	932,913	862,118	857,138	906,150
Yukon Territory	437	535	2,374	1,481	1,392
Canada	7,142,307	7,262,264	7,144,655	7,487,704	7,966,114¹
Commercial vehicles					
Atlantic Provinces	142,236	129,650	128,626	125,378	117,705
Quebec	160,623	165,244	169,100	164,439	177,080
Ontario	256,356	256,107	249,635	267,769	316,021
Manitoba	34,293	34,078	26,661	22,786	21,032
Saskatchewan	7,927	7,357	7,168	7,230	7,714
Alberta	11,995	9,653	9,804	8,985	6,049
British Columbia	41,659	48,598	38,819	27,028	25,575
Yukon Territory	190	260	731	602	420
Canada	655,279	650,947	630,544	624,217	671,596

¹ Includes 13,630 motorcycles, 58,750 bicycles and 161,465 taxis in 1964.

TABLE 24. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1960-64

Month	1960	1961	1962	1963	1964
Length of stay — One or more nights in United States					
January	52,940	57,648	54,909	47,765	54,101
February	47,288	50,217	48,633	43,530	52,108
March	56,104	64,298	62,537	58,249	84,547
April	111,585	114,360	112,026	94,270	80,501
May	115,287	113,685	103,162	91,506	108,317
June	112,445	116,070	104,009	103,217	108,945
July	268,408	255,003	207,629	217,174	232,369
August	262,222	248,657	209,881	236,599	276,286
September	162,850	157,137	136,452	141,464	152,891
October	140,106	135,650	106,976	124,020	127,475
November	84,299	81,661	62,320	72,200	79,649
December	70,538	72,432	60,322	60,903	68,544
Totals	1,484,072	1,466,818	1,268,856	1,290,897	1,425,733
Length of stay — Leaving and returning same day					
January	436,748	437,343	436,864	447,038	506,925
February	418,745	426,884	417,895	429,537	513,774
March	464,460	514,888	523,123	542,784	605,861
April	589,616	587,447	612,681	620,763	620,228
May	653,732	638,347	625,092	669,729	735,390
June	648,691	696,779	693,298	729,217	743,725
July	880,880	873,768	833,514	848,641	937,277
August	783,444	792,309	755,937	808,096	874,625
September	639,676	653,087	657,205	680,618	690,340
October	619,552	617,331	574,909	639,505	659,093
November	513,396	511,640	499,772	535,209	553,103
December	493,367	512,441	514,365	536,567	525,773
Totals	7,142,307	7,262,264	7,144,655	7,487,704	7,966,114¹
Commercial vehicles					
January	65,213	63,709	71,629	62,931	66,408
February	62,903	59,401	64,389	56,326	68,793
March	56,294	51,504	53,617	48,135	51,813
April	44,531	44,649	44,901	44,913	46,500
May	51,639	48,634	50,170	48,183	49,908
June	54,786	52,677	47,701	50,441	55,473
July	52,054	55,663	49,356	52,310	53,727
August	54,604	57,591	51,811	52,001	53,062
September	53,617	52,963	47,309	50,022	55,264
October	54,062	54,854	52,167	55,120	57,242
November	50,702	51,727	47,154	48,685	50,166
December	54,874	57,575	50,340	55,150	63,240
Totals	655,279	650,947	630,544	624,217	671,596

¹ Includes 13,630 motorcycles, 58,750 bicycles and 161,465 taxis in 1964.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1960-64

Province of re-entry	1960	1961	1962	1963	1964
Aeroplane					
Atlantic Provinces	15,692	18,013	16,914	17,208	17,532
Quebec	128,810	130,288	142,136	151,354	172,673
Ontario	224,978	239,855	251,614	254,973	281,252
Manitoba	11,717	11,684	13,005	11,965	14,237
Saskatchewan	853	1,446	1,584	1,073	1,131
Alberta	14,370	9,081	8,701	8,075	10,350
British Columbia	54,722	47,030	50,696	44,653	46,465
Yukon Territory	386	304	428	1,263	657
Canada	451,528	457,701	485,078	490,564	544,297
Bus¹					
Atlantic Provinces	9,487	9,223	8,597	8,869	10,307
Quebec	88,444	82,655	90,395	93,146	107,567
Ontario	228,005	216,076	191,272	197,902	222,224
Manitoba	21,720	20,920	17,407	18,896	18,511
Saskatchewan	373	330	340	151	391
Alberta	3,878	3,971	3,684	3,991	3,826
British Columbia	93,158	97,412	131,821	77,058	86,258
Yukon Territory	156	213	143	195	406
Canada	445,221	430,800	443,659	400,208	449,490
Rail					
Atlantic Provinces	4,110	1,551	1,534	1,313	774
Quebec	104,116	91,633	84,481	82,310	90,261
Ontario	154,073	120,274	114,938	98,580	99,092
Manitoba	16,806	15,670	14,656	29,783	34,300
Saskatchewan	2,146	907	—	—	—
Alberta	—	79	—	—	—
British Columbia	49,516	34,790	34,258	26,817	30,742
Yukon Territory	1,629	1,684	1,056	1,043	1,003
Canada	332,396	266,588	250,923	239,846	256,172
Boat					
Atlantic Provinces	12,147	8,503	8,276	5,870	6,617
Quebec	5,402	4,488	6,401	10,141	11,748
Ontario	86,914	80,780	75,296	86,105	82,978
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	19,053	16,423	24,660	12,343	14,261
Yukon Territory	37	38	44	51	45
Canada	123,553	110,232	114,677	114,510	115,649

¹ Exclusive of local bus traffic between border communities.

TABLE 26. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1960-64

Month	1960	1961	1962	1963	1964
Aeroplane					
January	40,997	38,746	43,887	42,229	49,099
February	36,164	29,804	38,080	37,886	42,143
March	42,749	47,106	52,289	49,153	50,347
April	46,990	48,466	53,644	51,180	51,208
May	38,820	36,550	44,068	41,121	46,948
June	34,092	35,826	36,683	36,178	41,785
July	33,395	33,995	32,424	34,033	39,512
August	38,397	38,975	39,630	41,566	47,620
September	38,371	36,603	38,831	40,645	46,317
October	39,165	41,473	39,446	44,546	51,411
November	32,267	35,208	34,415	37,749	40,275
December	30,121	34,949	31,681	34,278	37,632
Totals	451,528	457,701	485,078	490,564	544,297
Bus¹					
January	24,306	24,305	23,024	21,441	32,084
February	20,830	22,891	21,242	22,215	24,739
March	24,173	25,545	29,599	25,700	35,373
April	38,820	37,553	39,699	35,746	32,570
May	41,169	38,887	43,706	35,701	40,096
June	52,351	51,940	54,407	44,984	56,613
July	57,540	54,385	58,590	47,900	52,922
August	59,814	55,968	56,110	54,877	59,089
September	40,074	40,249	39,820	36,331	35,835
October	35,175	31,976	34,392	32,027	33,877
November	27,509	22,575	21,187	22,310	23,335
December	23,460	24,526	21,883	20,976	22,957
Totals	445,221	430,800	443,659	400,208	449,490

¹ Exclusive of local bus traffic between border communities.

TABLE 26. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1960-64 — Concluded

Month	1960	1961	1962	1963	1964
Rail (Gross entries)					
January	31,180	25,482	23,164	20,627	28,608
February	25,466	18,782	15,633	15,282	15,755
March	26,556	19,900	17,382	16,901	23,844
April	37,403	28,156	27,229	24,324	20,319
May	24,651	18,258	17,802	16,954	18,884
June	21,803	18,462	19,180	16,963	18,644
July	33,185	27,210	26,436	25,830	25,506
August	37,076	30,873	29,671	27,201	29,462
September	25,873	21,279	20,051	19,215	20,137
October	26,043	21,976	19,768	19,867	21,476
November	19,705	15,536	15,679	15,146	14,458
December	23,455	20,674	18,928	21,536	19,079
Totals	332,396	266,588	250,923	239,846	256,172
Rail (Net entries)²					
January	30,770	25,142	21,877	20,178	26,493
February	25,156	18,413	14,840	14,568	15,061
March	26,255	19,423	16,385	15,845	22,951
April	36,891	27,781	25,749	23,663	19,122
May	24,265	17,891	16,751	16,472	17,422
June	21,488	18,006	17,938	15,019	17,080
July	32,855	26,735	24,725	23,012	23,694
August	36,650	30,199	28,047	23,932	27,404
September	25,434	20,324	18,839	17,284	18,760
October	25,663	21,385	18,717	18,086	19,988
November	19,315	14,786	14,877	13,314	12,998
December	23,107	19,157	17,525	19,395	17,620
Totals	327,849	259,242	236,270	220,768	238,593
Boat					
January	1,370	1,091	774	579	1,542
February	1,479	1,247	1,257	411	1,298
March	941	765	1,261	808	468
April	2,089	1,951	3,369	1,182	2,120
May	3,946	4,627	6,160	3,002	4,779
June	12,244	9,783	12,204	12,252	12,299
July	34,914	29,199	23,247	33,439	38,042
August	40,492	36,103	41,915	40,348	34,216
September	17,131	15,549	16,732	13,050	12,666
October	4,211	4,937	5,485	5,757	4,067
November	2,796	2,404	1,468	2,560	2,294
December	1,940	2,576	805	1,122	1,858
Totals	123,553	110,232	114,677	114,510	115,649

² After deducting in transit passengers.

Definitions of Automobile Classifications

"Commercial Vehicles" are trucks used for commercial purposes.

Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles, bicycles and trailers.

Automobile traffic is classified according to length of stay. The dates of entry and exit on the travellers' vehicle permits make it possible to determine the length of stay for foreign vehicles. Non-resident vehicles which enter and leave Canada on the same day are shown separately. Vehicles spending one or more nights in Canada constitute another classification. For example, vehicles entering at any time during one day and departing some time the following day have spent one night in Canada.

The length of stay abroad for Canadian vehicles is classified in the same manner. Vehicles which depart and return to Canada on the same day are shown separately. The other classification includes vehicles spending one or more nights in the United States.

Foreign Vehicles Inward

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and must be surrendered at the port of exit on departure.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as "Repeats".

Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay, depending upon whether they leave Canada and return on the same day; spend one or more nights abroad.

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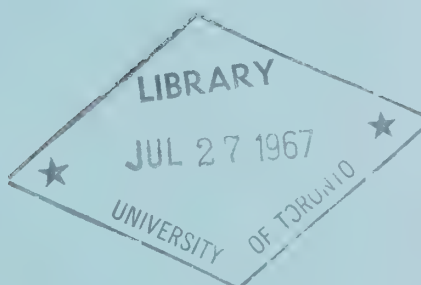
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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1965



(DOMINION BUREAU OF STATISTICS)

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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- * revised figures.

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Introductory Review of Travel Between Canada and Other Countries

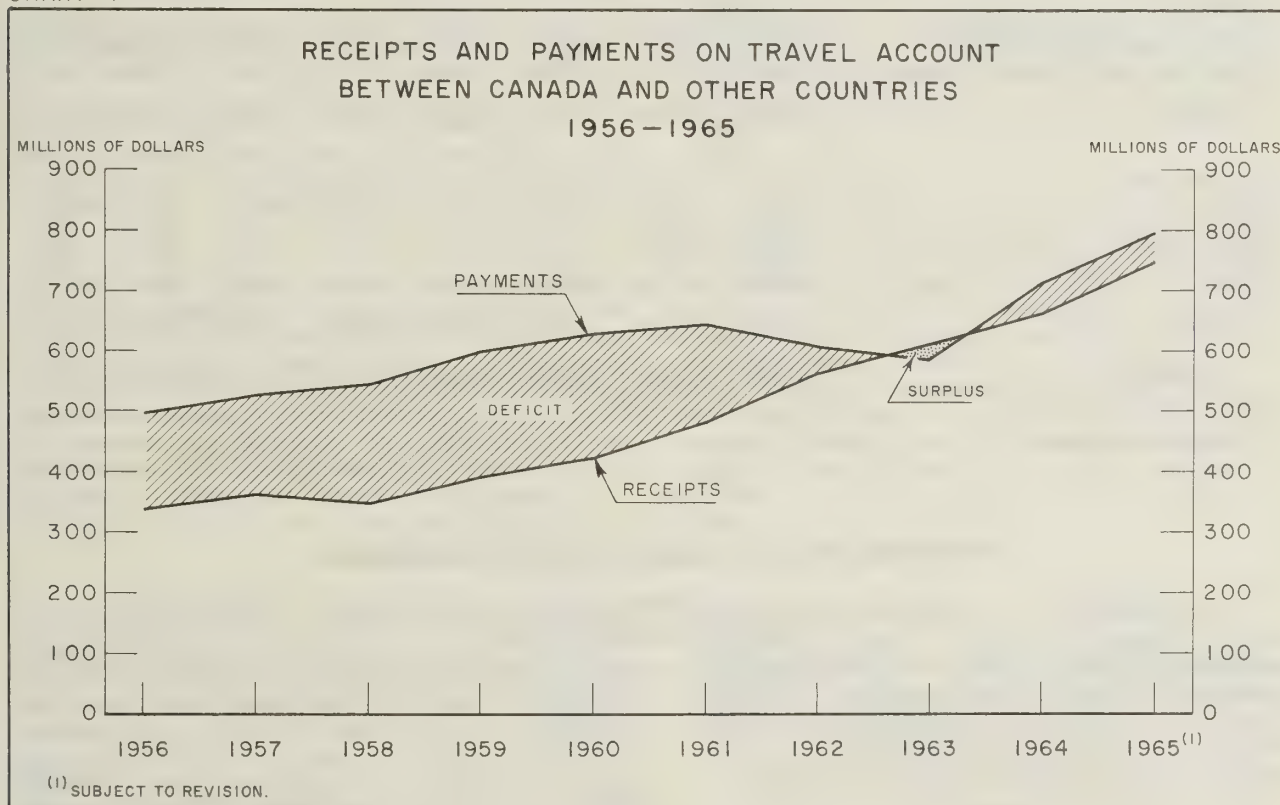
Travel between Canada and other countries has again set new records in both volume and expenditures. During the year 1965, some 68 million persons crossed Canada's borders. This figure comprises non-immigrant entries from the United States totaling 33.9 million and some 132,900 visitors entering direct from countries other than the United States. Also included in the figure are a total of 33.4 million Canadian residents returning from the United States and 386,300 re-entries direct from countries other than the United States.

Receipts and payments in millions of dollars surpassed the records set in 1964, with all sectors of travel showing increases. Expenditures of non-immigrants entering Canada from the United States were estimated at \$660 million, and those visitors entering direct from countries other than the United

States accounted for \$87 million of the total receipts for 1965. Payments by Canadians for travel in the United States (including Hawaii) came to \$548 million while expenditures by Canadians for travel to countries other than the United States contributed \$248 million to the total payments of 1965.

The balance on travel account with the United States continued to show a surplus, \$112 million in 1965, having reverted from a debit balance in 1961. However, this surplus was offset greatly by a record deficit of \$161 million on account with overseas countries. Reviewing the overall figure for 1965, a deficit balance of \$49 million remained in the balance of payments on travel account with all countries, marking the second debit balance since the surplus recorded in 1963.

CHART - I



United States Travel in Canada

In 1965, United States travellers spent an estimated \$659.8 million in Canada, 12 per cent or \$69.7 million more than in 1964. This represents a considerably higher increase than the \$41.2 million which was recorded between 1964 and 1963. Receipts in the third quarter accounted for close to 57 per cent

of the aggregate while 20 per cent was received in the second quarter, 15 per cent in the fourth and 8 per cent in the first quarter. The visitor spending in the third quarter amounted to \$375.3 million, a gain of 17 per cent or \$54.0 million compared to corresponding receipts in 1964. Second quarter receipts

increased 11 per cent or \$13.2 million for a total of \$132.8 million, whereas the \$52.9 million receipts in the first quarter represented little change from the corresponding figure in 1964. Fourth quarter receipts amounted to \$98.8 million, an advance of \$2.3 million or slightly more than 2 per cent.

The number of United States travellers to Canada came close to reaching the 34 million mark in 1965, when 33,887,000 persons visited Canada, 4.4 per cent or 1.4 million more than in 1964. All four quarters did not contribute to the overall increase in

1965 as first quarter entries declined 12 per cent or 517,000 to a total of 3,761,000. The increases in the other quarters more than compensated for this decrease. Entries in the second quarter advanced 6 per cent or 479,000 for a total of 8,249,000. Entries in the third quarter numbered 16,233,000, a gain of 7 per cent or 1,074,000 and in the fourth quarter they amounted to 5,644,000, an increase of 7.4 per cent or 388,000. Forty-eight per cent of the entries were in the third quarter of the year with the proportions for the others being 11, 24, and 17 per cent for the first, second and fourth quarters, respectively.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1962-65

Type of transportation	Number of persons				Expenditures			
	1962	1963	1964	1965 ¹	1962	1963	1964	1965 ¹
	thousands				millions of dollars			
Automobile:								
One or more nights in Canada.....	8,559	9,014	9,793	10,373	293.0	328.8	362.2	399.7
Entering and leaving same day.....	11,733	12,379	12,873	12,208	30.0	32.1	35.4	39.9
Repeat trips on standing (L) permits.....	4,309	3,737	3,705	3,623	—	—	—	—
Totals	24,601	25,130	26,371	26,204	323.0	360.9	397.6	439.6
Non-automobile:								
Plane	483	487	553	624	65.5	68.5	82.9	92.1
Bus.....	456	512	552	631	41.1	54.4	46.1	55.5
Rail.....	517	445	473	407	31.4	30.2	30.9	33.6
Boat	696	508	492	514	26.1	10.4	10.3	10.4
Other	4,903	4,783	4,022	5,507	25.3	24.5	22.3	28.6
Totals	7,055	6,735	6,092	7,683	189.4	188.0	192.5	220.2
Grand totals	31,656	31,865	32,463	33,887	512.4	548.9	590.1	659.8

¹ Subject to revision.

United States Travel in Canada by Types of Transportation

In Statements 1 to 3, United States travellers entering Canada are shown according to type of transportation and in the case of automobile traffic classified by length of stay. Statement 1 shows the number of persons and expenditures for the years 1962-65, while Statements 2 and 3 give the persons and expenditures by quarters for the year 1965.

Automobile travellers comprised the largest group of visitors, 77 per cent or 26,204,000 and accounted for \$439.6 million or 67 per cent of all expenditures. Although the total number of United States travellers in Canada increased in 1965, the number entering by automobile dropped 0.6 per cent or 167,000 compared with the corresponding 1964 total. This slight decrease can be attributed to the number entering and leaving on the same day (short-term travellers) and those persons making repeated trips, mainly Americans living near the border and

commuting to work in Canada. Short-term travellers accounted for 47 per cent of the automobile travellers in 1965 and numbered 12,208,000, a decline of 665,000 or 5 per cent while repeat trip entries decreased by 2 per cent or 82,000 for a total of 3,623,000, roughly 14 per cent of all entries by automobile. However, the effects of these decreases were offset, to a certain extent, by the 6 per cent increase of 580,000 in the number staying one or more nights in Canada, some 10,373,000. In spite of the overall decrease in numbers, the total receipts (\$439.6 million) of the automobile visitors rose by 11 per cent or \$42 million, most of which was due to the increase of \$37.5 million or 10 per cent in the amount (\$399.7 million) spent by the long-term travellers. This category comprised only 40 per cent of all entries by automobile yet accounted for 91 per cent of their expenditures. Short-term travellers spent \$39.9 million, an increase of 13 per cent or \$4.5 million.

**STATEMENT 2. Number of Non-residents Entering Canada from the United States,
compiled Quarterly, 1965**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
One or more nights in Canada	809	2,178	5,928	1,458	10,373
Entering and leaving same day	1,452	3,244	5,389	2,123	12,208
Repeat trips on standing (L) permits	577	969	1,322	755	3,623
Totals	2,838	6,391	12,639	4,336	26,204
Non-automobile:					
Plane	102	160	221	141	624
Bus	56	170	312	93	631
Rail	83	100	142	82	407
Boat	1	104	396	13	514
Other	681	1,324	2,523	979	5,507
Totals	923	1,858	3,594	1,308	7,683
Grand totals	3,761	8,249	16,233	5,644	33,887

An examination of automobile visitors on a quarterly basis indicates that 11 per cent of the total volume entered Canada during the first quarter, 24 per cent in the second, 48 per cent in the third and 17 per cent in the fourth quarter of 1965. The distribution of receipts for the quarters was somewhat the same pattern, with 7 per cent in the first quarter, 19 per cent in the second, 59 per cent in the third and 15 per cent in the fourth quarter.

The number of persons arriving by non-automobile types of transportation in 1965 increased for the first time since 1962 when 7,055,000 United States residents entered Canada by plane, bus, rail, and boat. The 7,683,000 entries recorded for 1965 represented an increase of 26 per cent or 1,591,000 over the corresponding 1964 total. The quarterly percentage distribution of non-automobile entries shows 12 per cent in the first, 24 per cent in the second, 47 per cent in the third and 17 per cent in the fourth

quarter of the year. Receipts from this group of travellers also rose substantially in 1965 with a gain of 14 per cent or \$27.7 million for a total of \$220.2 million. Of this total, 10 per cent was spent in the first quarter, 24 per cent in the second, 52 per cent in the third and 14 per cent in the fourth quarter of 1965.

The number of United States residents entering Canada by plane increased from 553,000 in 1964 to 624,000 in 1965, a gain of 13 per cent. Receipts from this group amounted to \$92.1 million, an increase of \$9.2 million or 11 per cent. A quarterly distribution of the receipts shows \$11.8 million was spent in the first quarter, \$22.4 million in the second, \$42.5 million in the third and \$15.4 in the fourth quarter of the year. The volume of plane travellers showed a similar trend by quarter, with a total of 102,000 entering in the first, 160,000 in the second, 221,000 in the third and 141,000 in the fourth quarter.

**STATEMENT 3. Expenditures of Non-residents Entering Canada from the United States,
compiled Quarterly, 1965¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
One or more nights in Canada	26.2	70.9	242.3	60.3	399.7
Entering and leaving same day	4.1	10.2	18.2	7.4	39.9
Totals	30.3	81.1	260.5	67.7	439.6
Non-automobile:					
Plane	11.8	22.4	42.5	15.4	92.1
Bus	3.9	11.7	33.7	6.2	55.5
Rail	3.6	9.2	16.8	4.0	33.6
Boat	0.1	2.1	8.0	0.2	10.4
Other ²	3.2	6.3	13.8	5.3	28.6
Totals	22.6	51.7	114.8	31.1	220.2
Grand totals	52.9	132.8	375.3	98.8	659.8

¹ Subject to revision.

² Includes \$6 million paid to Canadian carriers by U.S. residents in transit.

The number of persons entering Canada from the United States by bus in 1965 increased 14 per cent to reach a total of 631,000, some 79,000 more than in 1964. Close to half these persons (312,000) arrived in the third quarter and spent \$33.7 million, over 60 per cent of the total expenditures by bus travellers. Approximately 170,000 entered by bus during the second quarter and spent a total of \$11.7 million. The numbers and expenditures of the bus passengers were considerably less in the first and fourth quarters. The 56,000 who entered in the first quarter spent \$3.9 million and the fourth quarter bus entries of 93,000 spent \$6.2 million in Canada.

Rail was the only category with fewer entries in 1965. Including the in transit passengers across Southern Ontario, a total of 407,000 United States residents entered Canada by rail. When compared

with the 1964 figure, this represents a decrease of 66,000 or 14 per cent. However, in spite of the drop in volume, receipts from this group rose 9 per cent or \$2.7 million to \$33.6 million, due to the increase in average expenditures per rail passenger.

The number of persons entering Canada from the United States by boat rose 4.5 per cent or 22,000 for a total of 514,000 in 1965. However, receipts from this group are generally much lower than other types of transportation and in 1965 amounted to \$10.4 million. Some 77 per cent (396,000) of the persons entering Canada by boat did so during the months of July, August and September. Their expenditures of \$8.0 million in this period accounted for 77 per cent of total receipts from boat travellers. Included in the boat traffic are the privately owned foreign pleasure craft which enter Canadian waters.

**STATEMENT 4. Pleasure Craft Entering Canada on Cruising Permits,¹
compiled Quarterly by Length of Stay, 1965**

Period of entry	Atlantic Provinces	Quebec	Ontario	British Columbia	Canada
First quarter:					
Entering and leaving same day	3	—	7	7	17
One or more nights in Canada	2	—	1	25	28
Totals	5	—	8	32	45
Second quarter:					
Entering and leaving same day	36	2,622	11,480	45	14,183
One or more nights in Canada	18	52	6,223	1,015	7,308
Totals	54	2,674	17,703	1,060	21,491
Third quarter:					
Entering and leaving same day	27	3,982	26,235	117	30,361
One or more nights in Canada	129	499	17,974	4,715	23,317
Totals	156	4,481	44,209	4,832	53,678
Fourth quarter:					
Entering and leaving same day	7	687	1,601	8	2,303
One or more nights in Canada	1	2	635	87	725
Totals	8	689	2,236	95	3,028
Year:					
Entering and leaving same day	73	7,291	39,323	177	46,864
One or more nights in Canada	150	553	24,833	5,842	31,378
Grand totals	223	7,844	64,156	6,019	78,242

¹ A cruising permit is issued to each foreign pleasure craft entering Canada on own power.

A special survey is used to secure information on the pleasure craft traffic entering Canada from the United States. Data compiled from the 1965 survey appear in Statement 4 which shows the number of pleasure craft entering the Atlantic Provinces, Quebec, Ontario and British Columbia arranged by

quarters and by length of stay for the year 1965. In 1965 the number of pleasure craft which entered Canada from the United States totalled 78,242, a small decrease of 1.3 per cent or 1,007 compared with 1964. Some 96 per cent of these boats entered Canada during the months of April to September inclusive.

During the year 1965, the majority of pleasure craft (82 per cent or 64,156) entered via Ontario ports, some 10 per cent entered by way of Quebec ports, 8 per cent into the coastal waterways of British Columbia, and less than one per cent through ports in the Atlantic Provinces. Although the number of pleasure craft arriving in the second and fourth quarters increased slightly, their effect on yearly data was offset by decreases in the first and third quarters. On a provincial basis, this was attributable to entries into Ontario and British Columbia.

Data from the survey of foreign pleasure craft revealed that the length of time spent in Canada varied considerably from province to province. For example, in British Columbia, 97 per cent of the foreign pleasure craft entries stayed one or more nights while in Quebec, 93 per cent entered and left on the same day. In Ontario, 61 per cent of the pleasure craft entries returned to the United States the same day while only one third of the entries into the Atlantic Provinces were classified as short-term.

From the survey of entries during the second and third quarters of 1965, data show the average

length of stay for boats remaining 24 hours or more in Canada was 6.4 days, the average number of persons in these boats was 4, and the average expenditure per person amounted to \$33.14. For pleasure craft remaining less than 24 hours, the average expenditure per person was \$3.72 and the average number of persons per boat was 4.2.

In 1965, some 5,507,000 persons were recorded as entries in the classification "other" means of transportation. This number, the highest in this category since 1962, represents a substantial increase of 37 per cent or 1,485,000 more entries than in 1964. The greatest increase in numbers occurred in the third quarter when entries doubled from 1,252,000 in 1964 to 2,523,000 in 1965. The receipts from United States residents who entered by "other" types of transportation also increased with a gain of 28 per cent or \$6.3 million for a total of \$28.6 million. Although persons in this category made up 72 per cent of the total volume of non-automobile travellers, due to the low average expenditure per person they accounted for only 13 per cent of all receipts.

Analysis of United States Motor Traffic to Canada by State of Origin

In 1965, passenger car registrations in the United States totalled 74,904,253, an increase of 5 per cent over the 1964 figure. The total number of entries into Canada as a proportion of these registrations came to 5.1 per cent in 1965 compared with 4.9 per cent in 1964. In Map 1, the number of non-resident vehicles travelling in Canada for one or more nights is given as a percentage of the number of automobiles registered in the state of origin.

As can be seen from Map 1, the states closest to the Canadian-United States border show a higher ratio of entries to registrations than those farther south. In 1965 Vermont again had the highest percentage (41 per cent) while Michigan was the second highest with 31 per cent. Other leading states were Alaska and Maine both with 26 per cent and New York with 18 per cent.

In Table 10 the volume of United States automobile traffic entering Canada is shown according to state of origin, grouped by regions. These data refer only to vehicles remaining one or more nights in Canada and exclude same day vehicles, extensions and commuter trips. In 1965, of the 3,785,308 non-resident vehicles which remained at least one night in Canada, 42 per cent were from the North-Eastern States, 39 per cent from the Great Lakes region, 4 per cent from the North-Western States, 9 per cent from the states bordering the West Coast and 6 per cent from other states and foreign countries. The states included in each of these regional groupings are listed in Table 10.

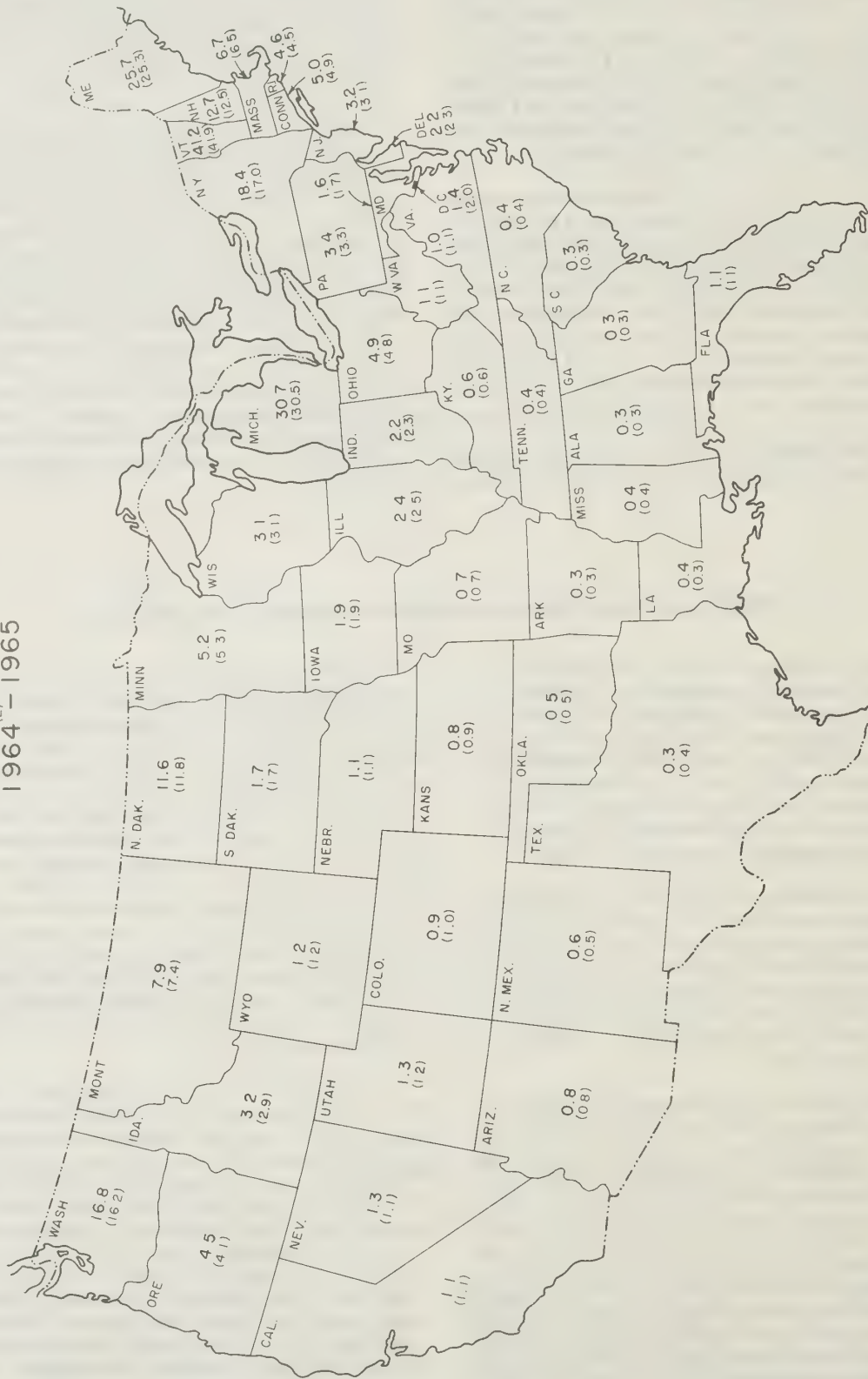
In Table 8 the number of vehicles which entered Canada and remained one or more nights is presented according to state of origin and province of entry for the year 1965. As in 1964, the greatest number of vehicles was from the state of Michigan. A total of 1,071,507 vehicles or 28 per cent of the overall aggregate of 3,815,143 vehicles were from this state with 99 per cent of them entering Canada through Ontario ports. The second highest percentage of entries was from New York, the state of origin of 26 per cent or 972,823 vehicles, 88 per cent of which visited Canada by way of Ontario ports. Washington as the third major state of origin was considerably behind Michigan and New York. Its proportion of total entries was 6 per cent or 219,536, with 96 per cent of them arriving via ports in neighbouring British Columbia.

Table 8 also shows which states account for the greatest number of one or more night vehicles to each province. In the case of Newfoundland, Prince Edward Island and Nova Scotia, 28 per cent of the vehicles entering were from Massachusetts and 17 per cent from New York State, while for New Brunswick 37 per cent were from Maine and 21 per cent from Massachusetts. Of the vehicles entering Quebec, the largest proportion (27 per cent) was from New York, followed by Vermont and Massachusetts each with about 14 per cent. Ontario, which received 72 per cent of all vehicles that entered Canada and stayed one or more nights, recorded 38 per cent of them as coming from Michigan and 31 per cent from New York. Thirty-one per cent of the long-

MAP-1

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS⁽²⁾

1964-1965



HAWAII 0.3 (0.3)

TOTAL STATES 5.1 (4.9)

ALASKA 25.8 (25.3)

(1) ONE OR MORE NIGHTS IN CANADA.
(2) 1964 FIGURE IN BRACKET.

term vehicles that entered Manitoba were from North Dakota and 27 per cent from Minnesota while in Saskatchewan, 25 per cent were from North Dakota and 18 per cent from Montana. Of the vehicles remaining one or more nights in Alberta, cars from Montana comprised 22 per cent of the total, followed by 15 per cent from California. As would be expected, the majority of the long-term vehicles that entered British Columbia were from West Coast States. Washington accounted for 59 per cent, California 16 per cent and Oregon for 10 per cent. At the same time, 49 per cent or close to half the vehicles that entered the Yukon Territory were from Alaska.

In Table 9 similar data are shown for those foreign vehicles which stayed **two** or more nights in Canada. Again the greatest proportion of this traffic, some 61 per cent, entered via Ontario ports and the largest numbers of vehicles were from New York and Michigan.

Data compiled on the average length of stay in Canada by vehicles remaining one or more nights showed relatively little variation on an area of origin basis. However, there was considerable variation by state of origin within the regions. In the North-Eastern area where the overall average length of stay was 4.1 days, vehicles from New York stayed an average of 3.5 days, those from Connecticut, New Jersey, Pennsylvania and Rhode Island all averaged 5.3 days while cars from Massachusetts

spent 6.1 days. The average length of stay for vehicles from Maine and New Hampshire was 4.8 days and cars from Vermont averaged 3.3 days. The lengths of stay from states in the Great Lakes region varied from 3.2 days for vehicles from Michigan to 5.7 days for those from Illinois. Automobile entries from Ohio remained an average of 5.6 days, from Wisconsin, 5.2 days and from Indiana, 5.3 days.

Vehicles from the North-Western States of Minnesota, Montana and North Dakota stayed 4.9, 5.6 and 4.6 days, respectively, little changed from corresponding 1964 visits.

Foreign automobiles entering Canada from the West-Coast States stayed longer on the average than cars from the other regions mentioned. California vehicles, for example, remained an average of 8.0 days, those from Oregon, 6.0 days, from Washington, 4.3 days.

Data on the state of origin, of non-resident travellers entering Canada from the United States by plane, bus, and rail (excluding in transit traffic) are shown for the years 1961 to 1965 in Table 11. The figures in this table are estimates based on a survey conducted by the United States Department of Commerce and made available to the Dominion Bureau of Statistics. States with an estimate of fewer than 10,000 travellers visiting Canada are shown in the category "other" of their respective regions.

Analysis of United States Motor Traffic by Ports of Entry and Exit

Compilations showing the entry and exit of non-resident automobiles remaining two or more nights in Canada in 1965 are presented in Statement 5. This statement gives the province of entry and the percentage distribution of the province of exit. Further detail is presented in Table 3 which shows the ports of entry and exit for vehicles staying one or more nights in Canada. Data as to preferred travel routes within Canada are obtained from tabulations of the ports of entry and exit stamped on surrendered travellers' vehicle permits. There is no way of determining how many non-resident cars entering and leaving Canada via the same province visit other provinces during their stay. Therefore, without the inter-provincial travel movement, data must be considered as minimal.

An examination of the provincial percentage distribution in Statement 5 reveals the percentage of vehicles entering and leaving via ports in the same province varies widely. For example, 94 per cent of the vehicles entering Ontario and remaining two or more nights left via Ontario ports, whereas in Alberta only 30 per cent of the comparable traffic entered and left via ports in that province. The percentage entering and leaving through ports in the Atlantic Provinces was a high 90 per cent, with 5

per cent of the entries leaving by way of Quebec and 5 per cent via Ontario. The proportion of two nights and over vehicles entering and leaving via Quebec ports was 82 per cent, while 14 per cent of the entries left via Ontario. In the opposite direction the percentage of vehicles entering through Ontario ports and leaving by way of ports in Quebec was only 4 per cent. Of similar traffic into Manitoba, 69 per cent left via ports in Manitoba, 13 per cent via Ontario and 8 per cent by way of British Columbia ports. In fact, a higher percentage left through ports in British Columbia than via ports in neighbouring Saskatchewan. Similarly in Saskatchewan, a higher percentage of entries left through British Columbia than through Alberta or Manitoba. Of the non-resident vehicles which entered Saskatchewan and remained two or more nights, some 56 per cent left by way of Saskatchewan ports, 15 per cent via British Columbia, 8 per cent via Alberta and 6 per cent through ports in Manitoba. Of the entries into Alberta, more left via ports in British Columbia (40 per cent) than via Alberta ports (30 per cent). In British Columbia, however, 86 per cent of the entries staying two or more nights left through ports in that province. Of similar motor vehicle traffic to the Yukon Territory, 42 per cent left by way of British Columbia and 25 per cent via Alberta.

STATEMENT 5. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Three Days or Over, 1965

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces.....	89.65	5.05	4.66			0.64		
Quebec.....	3.73	81.66	14.16			0.45		
Ontario.....	0.75	4.18	93.79	0.45	0.07	0.23	0.45	0.08
Manitoba	0.44		13.31	68.55	3.20	4.35	7.79	2.36
Saskatchewan.....	0.82		4.05	5.78	55.78	8.06	14.44	11.07
Alberta.....	0.51		7.00	4.47	4.62	30.06	39.79	13.55
British Columbia.....	0.33		1.79	1.02	1.05	5.93	86.27	3.61
Yukon Territory	0.43		5.05	4.63	10.01	24.79	41.60	13.49

¹ Exclusive of standing (L) permits and extensions.

The data presented in Table 3 give more detail on the non-resident vehicle travel movement in Canada. The table shows the ports of entry by ports of exit and the number of entries via the ports are on a length of stay basis, i.e., one night in Canada and two or more nights in Canada. Section 1 of the table illustrates the traffic within the province of Ontario. In 1965, some 2,748,271 non-resident vehicles entered via Ontario ports and remained one or more nights in Canada. Of this number of entries, 2,668,184 returned to the United States via ports in Ontario while 55,030 departed through ports in the province of Quebec, thereby establishing the largest exchange of inter-provincial non-resident traffic.

The most popular route within Ontario is that between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River on the west.

During 1965, a total of 136,352 non-resident cars entered Canada via St. Clair and Detroit River ports and left through the ports of Fort Erie and Niagara Falls. Accordingly, 116,707 of the non-resident cars which entered at Fort Erie and Niagara Falls returned to the United States through St. Clair and Detroit River ports.

It is interesting to note the non-resident travel movement in Canada as defined in Table 3. From these data, the popular areas for visitors to Canada are apparent. For example, some 87 per cent of the non-resident vehicles entering Canada during 1965 did so through ports in Ontario, Quebec and the Atlantic Provinces. In addition, 55 per cent of the entries into this part of Canada stayed one night while the remaining 45 per cent spent two or more nights before returning to the United States.

Destination Reported by United States Plane, Bus, and Rail Travellers

Data on the province of destination of visitors from the United States entering Canada by plane, bus, and rail (exclusive of in transit travellers) are obtained from a survey made available by the United States Department of Commerce. The results are shown in Statement 6 for the period 1961-65 and by quarters for 1965 in Statement 7.

On the basis of the estimates given in Statement 6, the destinations for 86 per cent of the plane, bus and train visitors from the United States were in the provinces of Quebec, Ontario and British Columbia; with 44 per cent visiting Ontario, 28 per cent Quebec, and 14 per cent British Columbia. In-

cluded in the British Columbia figure are those going to the Yukon Territory. Corresponding percentages for these three provinces in 1964 were 46, 27 and 14 per cent, respectively. Alberta was the province of destination for 7 per cent of the United States plane, bus and rail visitors in 1965 while Manitoba and the Atlantic Provinces each received 3 per cent. The percentages in 1964 were: Alberta, 4 to 5 per cent; Manitoba, 4 per cent; the Atlantic Provinces, 4 per cent. As in 1964, only 1 per cent of the United States visitors entering by plane, bus, and rail in 1965 gave Saskatchewan as their destination in Canada.

**STATEMENT 6. Province of Destination¹ of United States Travellers² Entering Canada by Plane,
Bus, and Rail, 1961 - 65**

Province of destination	1961	1962 ³	1963 ³	1964	1965
Atlantic Provinces	85,000	41,000	48,000	45,000	41,000
Quebec	237,000	314,000	295,000	339,000	396,000
Ontario	458,000	482,000	551,000	582,000	607,000
Manitoba	55,000	44,000	53,000	53,000	48,000
Saskatchewan	12,000	14,000	14,000	17,000	14,000
Alberta	83,000	57,000	58,000	58,000	93,000
British Columbia ⁴	154,000	173,000	141,000	178,000	195,000
Canada	1,084,000	1,125,000	1,160,000	1,272,000	1,394,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

³ Revised.

⁴ Includes destinations in the Yukon and Northwest Territories.

**STATEMENT 7. Province of Destination¹ of United States Travellers² Entering Canada by Plane,
Bus, and Rail, compiled Quarterly, 1965**

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces	5,000	9,000	22,000	5,000	41,000
Quebec	56,000	106,000	155,000	79,000	396,000
Ontario	93,000	137,000	243,000	134,000	607,000
Manitoba	6,000	16,000	18,000	8,000	48,000
Saskatchewan	3,000	4,000	4,000	3,000	14,000
Alberta	8,000	25,000	47,000	13,000	93,000
British Columbia ³	23,000	63,000	83,000	26,000	195,000
Canada	194,000	360,000	572,000	268,000	1,394,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

³ Includes destinations in the Yukon and Northwest Territories.

Statement 7, estimated on the basis of the United States Department of Commerce 1965 Survey, shows travel to Canada by plane, bus and rail was heaviest during the third quarter of the year, with 41 per cent of the entries recorded at this time. Some 26 per cent entered in the second quarter, 19 per cent in the fourth and 14 per cent in the first quarter of the year. Within each quarter, the pattern of the three largest provinces receiving the majority of visits was maintained. An examination of the destination by province reveals that the percentage for each quarter often varied considerably. For example, while destinations in the Atlantic Provinces were 4 per cent of the total entries in the third quarter this proportion was twice as high as the fourth quarter ratio of 2 per cent. Destinations in Quebec, on the other hand, as a percentage of the total entries for each quarter varied only slightly within the range of 27 to 29 per cent. The percentage

of entries with destinations in Ontario, however, changed considerably each quarter, from a high of 50 per cent in the fourth to 38 per cent in the second. The proportion of plane, bus and rail visitors to Ontario in the first quarter was 48 per cent and in the third 42 per cent. In each quarter of 1965, between 3 and 4 per cent of the entries went to Manitoba while, at the same time, destinations in Saskatchewan amounted to about 1 per cent of the total. The percentage of the total plane, bus and rail visitors entering Alberta, however, went from 4 per cent in the first quarter to 7 per cent in the second, 8 per cent in the third, and 5 per cent in the fourth quarter. The percentage of total entries with destinations in British Columbia was highest (18 per cent) during the second quarter months of April, May and June and lowest (10 per cent) during October, November and December. The first quarter ratio was 12 per cent and the third, 15 per cent.

Receipts from United States Travellers by Province of Entry

In Statement 8, the percentage distribution of receipts from United States travellers in Canada is shown according to the province of entry for the period 1961 to 1965. Data presented are estimated on the province of entry and should not be consid-

ered as the accurate expenditures within the province concerned. There may be slight variations in the distribution shown if the movement of travellers from one province to another could be taken into account.

STATEMENT 8. Percentage Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1961 - 65

Province of entry	Percentage of total				
	1961	1962	1963	1964	1965 ¹
Atlantic Provinces ²	7.9	8.0	8.5	7.6	7.6
Quebec	17.1	16.5	17.5	15.4	16.1
Ontario	56.0	53.5	55.2	56.5	57.0
Manitoba	2.7	2.9	3.0	3.0	3.1
Saskatchewan	1.1	1.0	1.0	1.0	0.9
Alberta	1.9	2.1	1.9	2.0	2.0
British Columbia	12.4	14.9	11.7	13.3	12.1
Yukon Territory	0.9	1.1	1.2	1.2	1.2
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

As shown in Statement 8, there has been relatively little change in the percentage received by each province during this five year period. In 1965, over half the payments by United States visitors in Canada, 57 per cent, were made in Ontario, while Quebec received 16 per cent of the total. United

States travellers entering British Columbia spent the third highest percentage, 12 per cent, with the proportion spent in the other provinces as follows: Atlantic Provinces, 8 per cent; Manitoba, 3 per cent; Alberta, 2 per cent; Yukon Territory, 1 per cent; and Saskatchewan, 1 per cent.

Receipts from United States Travellers during 1965 classified by Length of Stay in Canada

When compiling data on United States travel in Canada, the traffic is divided into the categories of short-term or long-term because length of stay does have an effect on the amount of money spent during the visit. Short-term comprises all traffic entering and leaving on the same day while those remaining one or more nights are in the long-term category. Although the majority of visitors to Canada from the United States are in the short-term group they account for a relatively small portion of the total United States travel receipts in Canada. In 1965, 65 per cent or 21,999,200 of all United States travellers to Canada were short-term visitors, yet this group spent only 11 per cent or \$72.7 million of the total receipts. Comparable figures for 1964 were 66 per cent or 21,274,000 short-term visitors with disbursements amounting to \$61.4 million or 10 per cent of the aggregate. In 1965, the long-term United States travellers spent \$587.1 million or 89 per cent of the

total receipts, as compared to \$528.8 million or 90 per cent in 1964.

Statement 9 shows the number and expenditures of United States visitors in Canada by their mode of travel and length of stay for the year 1965. Some 47 per cent of these visitors were in the short-term automobile category and they accounted for 6 per cent of the aggregate receipts. In 1964, the total volume of traffic included slightly over 51 per cent short-term motorists with expenditures amounting to 6 per cent of the total receipts. United States motorists remaining one or more nights accounted for 31 per cent of the total volume of travel and spent 61 per cent of total receipts, representing little change from 1964. Together short-term and long-term automobile travellers comprised between 77 and 78 per cent of all United States visitors to Canada and their disbursements amounted to 67 per cent of the total receipts.

STATEMENT 9. Expenditures of United States Travellers in Canada, by Length of Stay, 1965

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
\$				
Short-term traffic (entering and leaving same day)				
Automobile:				
Entering and leaving same day	12,208,000	36.03	39,895,000	6.05
Repeat trips on standing (L) permits	3,622,900	10.69	—	—
Totals, automobile	15,830,900	46.72	39,895,000	6.05
Non-automobile:				
Plane	36,000	0.10	1,244,000	0.19
Bus	35,300	0.10	572,000	0.09
Rail	16,900	0.05	400,000	0.06
Boat	304,400	0.90	1,707,000	0.26
Plane in transit	3,200	0.01	10,000	0.00
Bus in transit	90,300	0.27	271,000	0.04
Rail in transit	175,100	0.52	—	—
Other travellers (pedestrians, local bus, etc.)	5,507,100	16.25	28,610,000	4.33
Totals, non-automobile	6,168,300	18.20	32,814,000	4.97
Totals (short-term)	21,999,200	64.92	72,709,000	11.02
Long-term traffic (one or more nights in Canada)				
Automobile:				
One or more nights in Canada	10,306,900	30.42	383,034,000	58.05
Standing (L) permits	47,900	0.14	10,131,000	1.54
Extensions	17,900	0.05	6,541,000	0.99
Totals, automobile	10,372,700	30.61	399,706,000	60.58
Non-automobile:				
Plane	584,900	1.73	90,847,000	13.76
Bus	505,300	1.49	54,637,000	8.28
Rail	215,400	0.63	33,242,000	5.04
Boat	209,800	0.62	8,702,000	1.32
Totals, non-automobile	1,515,400	4.47	187,428,000	28.40
Totals (long-term)	11,888,100	35.08	587,134,000	88.98
Grand totals	33,887,300	100.00	659,843,000	100.00

¹ Subject to revision.**STATEMENT 10. Non-resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1965**

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	12,207,994	36,034	35,274	16,894
2	5,091,650	112,774	49,396	24,005
3 - 7	3,866,358	342,971	265,529	109,435
8 - 14	963,805	82,351	125,973	54,082
15 - 21	186,250	25,116	32,439	12,777
22 and over	123,961	21,687	32,036	15,089
Totals	22,440,018	620,933	540,647	232,282

¹ Excluding standing (L) permits, extensions and 74,897 entries not classified by length of stay.² Excluding in transit.³ Persons entering and leaving on the same day.

The short-term non-automobile travellers accounted for 18 per cent of all visitors and 5 per cent of total receipts, as compared with corresponding percentages of almost 15 per cent and 4 per cent in 1964. On the other hand, long-term non-

automobile travellers, who comprised between 4 and 5 per cent of all United States residents travelling in Canada, are estimated to have spent \$187.4 million or 28 per cent of the total receipts.

STATEMENT 11. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1965

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	54.4	5.8	6.5	7.3
2	22.7	18.2	9.1	10.3
3-7	17.2	55.2	49.2	47.1
8-14	4.3	13.3	23.3	23.3
15-21	0.8	4.0	6.0	5.5
22 and over	0.6	3.5	5.9	6.5
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 74,897 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

A more detailed analysis of non-resident automobile traffic by length of stay (exclusive of standing (L) permits and extensions) is presented in Tables 4, 5, 6 and 7. As the one-day group comprises all motorists entering and leaving Canada on the same day, many of the visits included may last only a few hours. These travellers do not require overnight accommodation, therefore, their expenditures are generally much lower than those

of the motorists remaining one or more nights in Canada. The two-day classification comprises those motorists who enter Canada at any time on one day and leave sometime during the next day, thereby spending one night in Canada. Subsequent day groups are determined according to the dates of entry and exit stamped on the travellers' vehicle permits. For example, motorists in the nine-day classification have spent 8 nights in Canada.

STATEMENT 12. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits,¹ classified by Length of Stay, by Province of Exit, 1965

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	63.5	47.9	56.0	49.6	50.1	26.7	38.3	54.1
2	11.4	17.7	25.8	14.3	10.5	11.3	18.7	23.3
3-7	13.9	27.5	13.9	24.0	24.2	40.4	31.8	16.9
8-14	7.2	4.5	3.1	7.5	9.0	14.8	7.3	4.0
15-21	1.8	0.8	0.6	1.8	2.2	3.1	1.6	0.8
22 and over	1.5	0.8	0.4	1.6	2.6	2.6	1.4	0.6
Not classified ³	0.7	0.8	0.2	1.2	1.4	1.1	0.9	0.3
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Exclusive of vehicles issued extensions and all trips of vehicles using standing (L) permits.

² Automobiles entering and leaving on the same day.

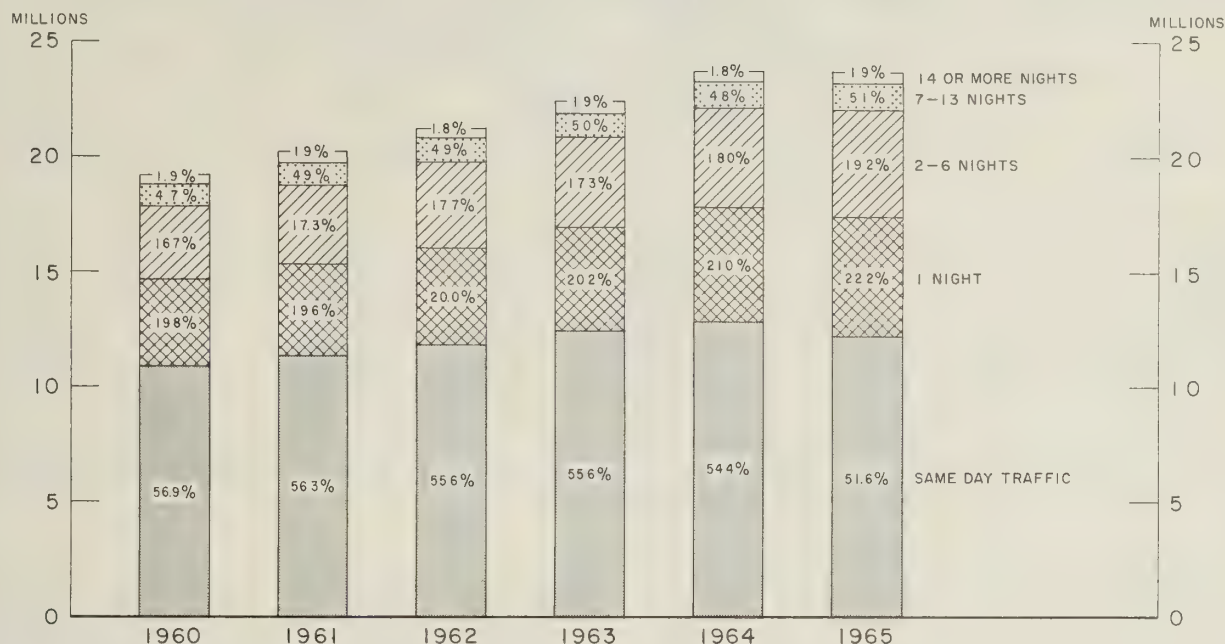
³ Not classified by length of stay.

In Statement 10, the number of United States residents entering Canada by automobile, plane, bus, and rail are shown by selected length of stay groups. These data are presented on a percentage

of volume basis in Statement 11. Fifty-four per cent of the automobile passengers stayed one day only, down from 57 per cent in 1964. On the other hand, the number remaining for two days increased from

CHART-2

**NON-IMMIGRANT CROSSINGS INTO CANADA* FROM THE UNITED STATES,
SHOWING LENGTH OF STAY AS PERCENTAGE OF VOLUME 1960-1965**



*EXCLUDING ENTRIES BY BOAT, COMMUTERS, IN TRANSIT TRAFFIC, AND "OTHER TRAVELLERS"

21 to 23 per cent and those in the 3-7 day category from 16 per cent to 17 per cent. Data show that the length of stay for persons entering by plane, bus, and rail was much longer than for those arriving by car. For example, 55 per cent of the persons arriving by plane stayed 3-7 days. The second largest group of plane travellers was the 18 per cent who remained two days. The number of bus travellers remaining 3 to 7 days increased from 46 per cent in 1964 to 49 per cent in 1965. The next largest category was the 23 per cent of bus trav-

ellers who stayed 8-14 days. The percentage of rail passengers staying from 3-7 days was down from 56 per cent in 1964 to 47 per cent in 1965 but the number remaining 8-14 days increased from 18 per cent to 23 per cent. Combining the last four categories in Statement 11 shows that 23 per cent of the automobile, 76 per cent of the plane, 84 per cent of the bus and 82 per cent of the train entries stayed 3 or more days in Canada. More detailed information on the lengths of stay of non-automobile travellers can be found in Table 12.

**STATEMENT 13. Summary of Non-resident Automobiles,¹ by Province of Exit,
classified by Length of Stay in Canada, 1965**

Province of exit	Total vehicles	Length of stay			Percentage distribution		
		One day	Two days	Three days and over ²	One day	Two days	Three days and over ²
		number					
Atlantic Provinces	499,615	317,148	56,786	125,681	63.5	11.4	25.1
Quebec	718,586	343,975	127,427	247,184	47.9	17.7	34.4
Ontario	6,226,289	3,485,691	1,605,973	1,134,625	56.0	25.8	18.2
Manitoba	113,656	56,372	16,234	41,050	49.6	14.3	36.1
Saskatchewan	56,703	28,405	5,962	22,336	50.1	10.5	39.4
Alberta	61,426	16,397	6,952	38,077	26.7	11.3	62.0
British Columbia	597,808	238,161	111,726	247,921	39.8	18.7	41.5
Yukon Territory	29,795	2,586	5,970	21,239	8.7	20.0	71.3
Canada	8,303,878	4,488,735	1,937,030	1,878,113	54.1	23.3	22.6

¹ Exclusive of vehicles issued extensions and all trips of vehicles using standing (L) permits.

² Includes a small number of vehicles not classified by length of stay.

STATEMENT 14. Average Length of Stay Recorded for Non-resident Persons Travelling in Automobiles on Customs Permits¹ who departed from Canada in 1965, compiled Quarterly by Province of Exit

Province of exit	Departing from Canada during				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Atlantic Provinces.....	5.62	5.20	8.12	8.01	7.43
Quebec.....	4.93	4.32	4.99	4.71	4.81
Ontario.....	2.94	3.26	4.22	3.51	3.78
Manitoba.....	5.54	5.24	6.71	7.38	6.38
Saskatchewan.....	7.38	6.86	7.83	9.85	7.94
Alberta.....	7.93	6.41	7.39	9.24	7.41
British Columbia.....	4.12	4.44	6.15	5.21	5.44
Yukon Territory.....	5.85	5.49	5.99	5.42	5.76
Canada.....	3.51	3.64	4.81	4.13	4.33

¹ Includes all entries of automobiles spending one or more nights in Canada. Excludes vehicles entering and departing on the same day, extensions, and all trips on starting (L) permits.

Statements 12 and 13 present additional data on the length of stay of the non-resident automobile traffic arranged by province of exit. As can be seen, the length of trip varies widely from province to province. In the Atlantic Provinces, 64 per cent of the non-resident automobiles stayed one day whereas in Alberta, only 27 per cent were in this category with the largest percentage (40 per cent) in the 3-7 days group. In Quebec, 48 per cent remained one day, 18 per cent for two days, and 34 per cent for three or more days. Ontario data show a higher percentage of automobile visitors stayed one day (56 per cent) while 26 per cent remained two days and 18 per cent for three days or over. Manitoba and

Saskatchewan both had 50 per cent in the one-day category and 24 per cent staying for 3-7 days. Some 62 per cent of the non-resident automobiles visiting Alberta stayed three or more days, a higher percentage in this category than any of the other provinces except the Yukon Territory. Compilations on non-resident automobile traffic to this area show 71 per cent remained three or more days. British Columbia also had a high ratio, 42 per cent, remaining three or more days, while some 40 per cent of the automobiles were in the one-day category. In summary, very few of the automobile visitors remained more than two weeks in Canada.

Distribution of Travel Expenditures by Residents of the United States in Foreign Countries

An analysis of the United States Department of Commerce report "Survey of Current Business June 1966" shows United States travel abroad in 1965 set new records in terms of expenditures overseas and number of travellers. Compared with 1964, payments in foreign countries and to foreign carriers combined rose by 10 per cent to \$3.1 billion. In addition, United States residents paid \$610 million to United States carriers for transoceanic transportation. The number of United States travellers to overseas areas in 1965 rose 18 per cent over 1964 to 2.6 million. This figure does not include visits to Canada, Mexico and cruise travel. About \$1,102 million of the total United States travel expenses in foreign countries was spent in Canada and Mexico, some \$1,298 million in overseas areas, and \$720 million for fares on foreign carriers. This last figure represents an increase of 12 per cent or \$75 million over the \$645 million

paid to foreign carriers in 1964, while the amount paid to United States carriers represents an increase of 17 per cent or \$90 million. The proportion of the total fares paid for overseas transportation which went to foreign carriers was 54 per cent, with United States carriers receiving 46 per cent. Corresponding percentages in 1964 were 55 per cent and 45 per cent, respectively.

Receipts from foreign visitors to the United States increased by 10.6 per cent when a total of nearly \$1.4 billion was reached in 1965. Of this total, \$1,212 million was spent in the United States and \$165 million was paid to United States carriers. Although the receipts from foreign visitors rose in 1965, the increased spending abroad left the deficit on the United States overseas travel account at \$1,740 million as compared with \$1,600 million in 1964.

CHART-3

DISTRIBUTION OF TRAVEL EXPENDITURES⁽¹⁾
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1956-1965

(United States Department of Commerce)



(1) EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES.

(2) DATA FOR 1965 ARE SUBJECT TO REVISION.

Of the 2.6 million United States residents who travelled abroad in 1965, 53 per cent or 1,405,000 went to Europe and the Mediterranean, 34 per cent or 890,000 to the West Indies and Central America, 5 per cent or 127,000 to South America and 8 per cent or 200,000 to other countries. Although there was an increase of 18 per cent in the number of United States travellers to overseas areas in 1965,

a decline in average expenditure per traveller limited the increase in total expenditures overseas (not including transocean fares) to 11 per cent. The drop in average expenditures is attributed to the large increase in travel to the nearby Caribbean area and the decrease in the length of stay in Europe and the Mediterranean.

STATEMENT 15. Expenditures for Foreign Travel by Residents of the United States, 1961-65
In Terms of United States Currency

	1961	1962	1963	1964	1965
	millions of dollars				
Transportation.....	865	990	1,105	1,165	1,330
Foreign—Flag carriers	507	575	615	645	720
United States—Flag carriers	358	415	490	520	610
Expenditures abroad	1,735	1,885	2,090	2,201	2,400
Canada	425	479	522	550	600
Mexico	370	395	448	480	502
Europe and Mediterranean	618	652	755	800	864
West Indies and Central America	160	178	180	190	220
South America	48	55	56	57	68
Other oversea areas	114	126	129	124	146
Grand totals	2,600	2,875	3,195	3,366	3,730

Source: Survey of Current Business, United States Department of Commerce, Office of Business Economics, June 1966.

Since 1956, there has been a downward trend in the average amount spent by American travellers to Europe and the Mediterranean, and in 1965 the average sum spent was \$1,120 per trip, down \$40 from the average in 1964. Transatlantic fares accounted for 46 per cent of the cost of a trip to Europe, with the average fare being \$510, as compared to \$520 in 1964. Air fares dropped from an average of \$490 to \$488 whereas sea fares rose from \$660 to \$665. The percentage travelling by boat has steadily declined from 16 per cent in 1963 to 9 per cent in 1965, while the proportion going by air during the same period has risen from 84 per cent to 91 per cent. The average expense of sea

travellers to Europe was \$875 (excluding overseas transportation costs) while air travellers spent an average of \$570. These amounts represented an increase in cost of 2 per cent for boat passengers and a decrease of 3 per cent for plane travellers. In 1965, the average amount spent by United States travellers within Europe for food, lodging, personal purchases, et cetera was \$611, 4 per cent less than in 1964. The average length of stay abroad for the United States traveller was 39 days in 1965, 2 days less than in 1964. The continued popularity of the 14 to 21 day excursion fares, no doubt, has contributed to this decrease.

Canadian Travel in the United States

Canadian travel to the Continental United States during 1965 set new records both in the number of travellers and in the amount of money spent. Although an overall increase in travel was experienced when compared to the previous year, not all modes of transportation shared in this increase. Gains were recorded for automobile, plane, and bus travel but decreases were noted in rail, and boat traffic.

Automobile and rail travellers indicated a higher average expenditure per person during 1965 than in 1964 while the average expenditure per person

for those travelling by plane, bus, and boat was lower. For purposes of analysis, Canadians leaving and returning on the same day are considered short-term visitors while those staying one or more nights are classified as long-term visitors. There were more than four times as many short-term Canadian visitors to the United States as there were long-term visitors, with the proportion shifting slightly in favour of long-term travel compared to the previous year. However, long-term travellers, though smaller in number, spent over eight times as much money as short-term visitors and, here too, was a shift in the proportion from short-term to long-term

in comparison to 1964. The requirement of longer periods of accommodation for long-term visitors as well as for food, local transportation and miscellaneous items, would account for the great difference in expenditures. Recreation was found to be the main reason for travel to the United States by Canadians, with visiting friends and relatives placing second.

The following sections contain more detailed information on the numbers and expenditures of Canadian travellers in the United States who are classified by type of transportation used, their lengths of stay, and their purposes of trip. In most instances, annual totals are given first followed by quarterly totals.

STATEMENT 16. Number and Expenditures of Canadian Travellers in the United States,¹ 1962-65

Type of transportation	Number of persons				Expenditures			
	1962	1963	1964	1965	1962	1963	1964	1965 ²
	thousands				millions of dollars			
Automobile	22,354	23,046	24,652	26,581	203.1	195.0	254.1	304.9
Non-automobile:								
Plane	485	491	544	637	114.8	99.2	115.4	131.2
Bus	431	400	449	489	42.4	40.8	50.0	53.6
Rail	251	240	256	216	36.6	29.9	33.2	29.3
Boat	115	115	116	110	4.0	2.4	3.8	2.5
Other	4,309	5,098	6,147	5,400	13.2	16.3	19.6	15.9
Totals, non-automobile	5,591	6,344	7,512	6,852	211.0	188.6	222.0	232.5
Grand totals	27,945	29,390	32,164	33,433	414.1	383.6	476.1	537.4

¹ Exclusive of Hawaii.

² Subject to revision.

A record 33.4 million Canadians re-entered Canada from the Continental United States during 1965; this represented an increase of 1.2 million or 3.9 per cent over 1964. Although increases were recorded for the last three quarters of 1965, the overall increase was greatly reduced by a considerable decrease of 11 per cent or 661,000 to a total of 5,351,000 in the first quarter. Return trips in the second quarter totalled 8,829,000, an increase of 7.8 per cent or 639,000; re-entries in the third quarter rose by 6.8 per cent or 789,000 to a total of 12,325,000 while the fourth quarter recorded 6,928,000 Canadians returning from the United States, an increase of 7.8 per cent or 502,000 persons in comparison with 1964.

Canadian travel expenditures in the United States have increased at an even greater pace than has the volume of visitors. A total of \$537.4 million was spent by Canadians in 1965, an increase of \$61.3 million or 12.9 per cent over the previous year. Most of this increase took place during the second and third quarters, the second quarter expenditures increasing by \$26.9 million or 20.9 per cent to a total of \$155.8 million and the third quarter, with a total of \$179.9 million, increasing by \$31.6 million or 21.3 per cent. The first quarter totalling \$112.2 million recorded a small increase of \$5.0 million or 4.7 per cent while in comparison with the previous year, the fourth quarter decreased by \$2.2 million or 2.4 per cent to a total of \$89.5 million.

Canadian Travel in the United States by Type of Transportation

Passenger car registrations in Canada numbered 5,279,373 in 1965, an increase of 4.8 per cent or 241,512 registrations compared to the figure of 5,037,861 in 1964. Furthermore, the ratio of persons to car has varied from one automobile for every 5.3 persons in 1955 to one for every 3.7 persons resident in Canada in 1965. The total number of Canadian automobiles returning from the United States rose to 9,769,340 in 1965, some 612,116 cars more than 1964. This increase of 6.7 per cent in the number of crossings may be attributed to the 4.8 per cent increase in passenger car registrations.

Canadians returning from trips to the United States by automobile in 1965 totalled 26,581,000, representing an increase of 1,929,000 or 7.8 per cent over 1964. These automobile travellers accounted for 79.5 per cent of all re-entries into Canada from the United States. All quarters registered increases except the first quarter when a decrease of 234,000 re-entries or 5.2 per cent was recorded. The second quarter re-entries by automobile increased by 5.1 per cent or 315,000; the third quarter increase amounted to 1,265,000 or 13.7 per cent while the number returning by auto-

mobile during the fourth quarter rose by 12.2 per cent or 583,000. Canadian motorists spent \$304.9 million in the United States in 1965. This reveals an increase of \$50.8 million or 20 per cent over 1964 and represents 56.7 per cent of all money spent by Canadians travelling in the United States during the current year compared to 53.4 per cent in 1964. Increases were recorded in all but the fourth quarter of 1965 when a decrease of \$1.0 million or

2.1 per cent in payments made by motorists in the United States was recorded. The third quarter revealed the largest increase, 30 per cent or \$28.2 million followed by the second quarter with a 26.6 per cent or \$17.3 million increase in expenditures for this class of traveller. The first quarter showed an increase of 13.3 per cent or \$6.3 million compared with the previous year.

STATEMENT 17. Number of Canadian Travellers Returning from the United States,¹ compiled Quarterly, 1965

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
Leaving and returning same day	3,790	5,506	7,905	4,519	21,720
One or more nights in United States	468	979	2,574	840	4,861
Totals, automobile	4,258	6,485	10,479	5,359	26,581
Non-automobile:					
Plane	159	169	159	150	637
Bus	78	150	171	90	489
Rail	51	55	66	44	216
Boat	2	22	78	8	110
Other	803	1,948	1,372	1,277	5,400
Totals, non-automobile	1,093	2,344	1,846	1,569	6,852
Grand totals	5,351	8,829	12,325	6,928	33,433

¹ Exclusive of Hawaii.

In 1965, Canadians returning by plane from trips to the Continental United States spent an estimated \$131.2 million, an increase of \$15.8 million or 13.7 per cent over the previous year and this trend was evident throughout the year. The first quarter plane re-entries spent \$38.3 million in the United States, \$4.4 million or 13 per cent more than in the previous year while the second quarter payments rose by \$5.9 million or 17.9 per cent to a total of \$38.9 million. The third quarter expenditures of \$28.0 million increased by \$4.3 million or 18.1 per cent and fourth quarter payments made by plane travellers in the United States increased to \$26.0 million, a rise of 4.8 per cent or \$1.2 million over the previous year. However, on a proportional basis, this increase had little effect, since this class of traveller accounted for 24.4 per cent of all expenditures made by Canadians visiting in the United States in 1965 compared to 24.2 per cent in 1964. The number of re-entries by plane in 1965 increased by 93,000 persons or 17.1 per cent to a total of 637,000 compared to 1964. This total represents 1.9 per cent of all re-entries, slightly higher than the 1.7 per cent recorded for the previous year. Examination of data in Statement 17 indicates that the time of year has little effect on the volume of plane traffic since there is little variation in the figures from quarter to quarter. All four quarters showed notable increases in the number of residents returning from the United States

by plane, the largest increase occurring in the second quarter where the total of 169,000 represented a gain of 29,000 or 20.7 per cent. The third quarter, totalled 159,000, an increase of 26,000 persons or 19.5 per cent while the fourth quarter re-entries from the United States increased by 21,000 or 16.3 per cent to a total of 150,000. The first quarter recorded the smallest increase, 17,000 or 12 per cent reaching a total of 159,000 compared to the previous year.

Canadians re-entering Canada from the United States by bus in 1965, composed 1.5 per cent of all re-entries, a slight increase over the 1.4 per cent of the preceding year. The number of travellers in this class increased by 8.9 per cent or 40,000 to a total of 489,000 compared to 1964. On a quarterly basis, increases in the number of bus travellers were indicated in all but the first quarter which recorded a decline of 14,000 persons or 15.2 per cent to a total of 78,000. The second quarter re-entries totalled 150,000, an increase of 21,000 or 16.3 per cent. The third quarter total increased by 23,000 or 15.5 per cent to 171,000 while the fourth quarter numbering 90,000 re-entries by bus, rose by 10,000 or 12.5 per cent. Bus travellers contributed 10 per cent of all expenditures made by Canadians in the United States in 1965 compared to 10.5 per cent for the previous year. Their total estimated expenditures were \$53.6 million, an in-

crease of 7.2 per cent or \$3.6 million over 1964. This overall increase was reflected in only the second and third quarters, the second quarter increasing by \$4.0 million or 26.5 per cent to a total of \$19.1 million while the expenditures for the third quarter totalled \$15.5 million, a gain of 10.7 per cent or \$1.5 million. On the other hand, the first quarter payments made by bus travellers in the United States decreased by \$1.8 million or 14.9 per cent to \$10.3 million while the fourth quarter, totalling \$8.7 million declined by 1.1 per cent or \$0.1 million.

There was a notable decrease in the number of Canadian residents returning by rail from the United States in 1965 when compared with the previous year. Rail re-entries formed only 0.6 per cent of all re-entries compared to 0.8 per cent in 1964. These travellers decreased in number by 40,000 or 15.6 per cent to a total of 216,000 when compared to 1964, a trend which prevailed throughout the year. The largest decrease in the number re-entering by rail occurred during the first quarter which totalled 51,000 revealing a decrease of 25

per cent or 17,000 persons while the second quarter declined by 3,000 or 5.2 per cent to a total of 55,000. The third quarter, numbering 66,000 re-entries by rail decreased by 9,000 persons or 12 per cent while the fourth quarter decreased by 11,000 or 20 per cent to a total of 44,000. The estimated expenditures attributed to these rail travellers accounted for 5.5 per cent of all expenditures made by Canadians travelling in the United States, a drop of 1.5 percentage points from the preceding year. The \$29.3 million spent by Canadians returning by rail from the United States represented a decrease of \$3.9 million or 11.7 per cent over 1964. These decreases were noted throughout the year except during the third quarter when a small increase of \$0.4 million or 5.1 per cent to a total of \$8.2 million was realized. The first quarter expenditures stood at \$7.2 million, a decline of 26.5 per cent or \$2.6 million while the second quarter payments by rail travellers dropped to \$9.0 million, a decrease of 5.3 per cent or \$0.5 million. Expenditures by persons re-entering by rail during the fourth quarter were estimated at \$4.9 million, a decline of 19.7 per cent or \$1.2 million.

**STATEMENT 18. Expenditures of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1965²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
Leaving and returning same day	7.1	9.6	13.9	8.1	38.7
One or more nights in United States	46.6	72.8	108.3	38.5	266.2
Totals, automobile	53.7	82.4	122.2	46.6	304.9
Non-automobile:					
Plane	38.3	38.9	28.0	26.0	131.2
Bus	10.3	19.1	15.5	8.7	53.6
Rail	7.2	9.0	8.2	4.9	29.3
Boat	0.2	0.9	1.2	0.2	2.5
Other	2.5	5.5	4.8	3.1	15.9
Totals, non-automobile	58.5	73.4	57.7	42.9	232.5
Grand totals	112.2	155.8	179.9	89.5	537.4

¹ Exclusive of Hawaii.

² Subject to revision.

Canadians returning from the United States by boat in 1965 decreased in number by 5.2 per cent or 6,000 to a total of 110,000 travellers compared to 1964. These travellers represented only 0.3 per cent of all re-entries into Canada, little changed from the 0.4 per cent in 1964. On a quarterly basis, the most significant volume decrease was noted in the third quarter which totalled 78,000, a decline of 7,000 or 8.2 per cent while the first quarter total of 2,000 boat travellers revealed the largest percentage decrease, 50 per cent or 2,000. On the other hand, the second quarter registered a total of 22,000, a gain of 3,000 or 15.8 per cent while the fourth quarter remained unchanged with a total of 8,000

Canadians returning by boat when compared to the previous year. Expenditures made in the United States by these boat travellers also decreased in 1965 when compared to 1964. Payments which were estimated at \$2.5 million, declined by 34.2 per cent or \$1.3 million and represented only 0.5 per cent of all expenditures of Canadians travelling in the United States compared to 0.8 in 1964. This decrease in expenditures attributed to re-entries by boat was due to some extent to the decline in the average expenditure per person in this class of travellers from \$32.76 in 1964 to \$22.73 in 1965. On a quarterly basis, whereas the number of re-entries decreased in the first quarter by one-half,

the payments made remained unchanged at \$0.2 million. The third quarter expenditures amounting to \$1.2 million revealed a 50 per cent or \$1.2 million decrease in expenditures by boat travellers while the fourth quarter payments dropped by 60 per cent or \$0.3 million to a total of \$0.2 million. On the other hand, the second quarter increased to \$0.9 million, a gain of 28.6 per cent or \$0.2 million.

Canadian residents who re-enter Canada from the United States as pedestrians, by local bus, etc., are grouped together and shown under the heading "other travellers". During 1965, this group accounted for 16.2 per cent of all re-entries but contributed only 3 per cent of the total estimated expenditures. In 1965, the number of "other travellers" decreased by 12.2 per cent or 747,000 to a total of 5,400,000 compared to the previous year. On a quarterly basis, decreases were revealed in all except the second quarter which registered an increase of 16.4 per cent or 274,000 bringing the total to 1,948,000. The first quarter re-entries for "other travellers" decreased by 33.9 per cent or 411,000 to a total of 803,000 while the third quarter total was reduced to 1,372,000, a drop in numbers of 509,000 or 27.1 per cent. "Other travellers" re-entering during the fourth quarter numbered 1,277,000, a decline of 101,000 or 7.3 per cent. At the same time, an even higher percentage decrease was noted in the estimated expenditures for "other travellers" in 1965. Payments totalling \$15.9 million represented a decrease of 18.9 per cent or \$3.7 million from 1964. On a quarterly basis, decreases were evident in the amount of payments made in the United States by "other travellers" in all except the second quarter when the estimate remained unchanged at \$5.5 million. The first quarter payments for this group declined to \$2.5 million, a drop of 34.2 per cent or \$1.3 million while the third quarter estimate, totalling \$4.8 million decreased by 25 per cent or

\$1.6 million. The fourth quarter expenditures dropped to \$3.1 million, down 20.5 per cent or \$0.8 million from 1964.

In summary, Canadians returning from the United States by non-automobile means of transportation in 1965 declined in numbers by 8.8 per cent or 660,000 to a total of 6,852,000 and constituted 20.5 per cent of all re-entries compared to 23.4 per cent in 1964. At the same time, expenditures for this group are estimated at \$232.5 million, an increase of 4.7 per cent or \$10.5 million, accounting for 43.3 per cent of the total expenditures for 1965, slightly below the 1964 proportion of 46.6 per cent. On a quarterly basis, the second quarter was the only period during which an increase was noted in the number of re-entries for this group in 1965; the increase amounted to 324,000 or 16 per cent bringing the second quarter total to 2,344,000. However, this increase was outbalanced by the decreases recorded during the remaining three quarters. The first quarter, with a total of 1,093,000 non-automobile travellers was reduced by 28.1 per cent or 427,000 while the third quarter total declined by 20.5 per cent or 476,000 to a total of 1,846,000. The fourth quarter, when compared to 1964, registered a decrease of 4.9 per cent or 81,000 to a total of 1,569,000. Increases in expenditures by non-automobile travellers in 1965, were recorded in the second and third quarters of the year, the second quarter payments increasing by 15 per cent or \$9.6 million to a total of \$73.4 million while the third quarter, totalling \$57.7 million, revealed an increase of \$3.4 million or 6.3 per cent over 1964. On the other hand, decreases were noted in the first and fourth quarter expenditures, with the first quarter payments declining by \$1.3 million or 2.2 per cent to a total of \$58.5 million while the last quarter, totalling \$42.9 million decreased by \$1.2 million or 2.7 per cent.

Canadian Travel in the United States by Destination

Information on the characteristics of Canadian travel in the United States was obtained, on a monthly basis, from the response to the mail questionnaire which is sent to a sample group of Canadians returning from visits to that country. It should be noted, however, that all data compiled from this survey refer only to the long-term category of travel. For this reason, survey results cannot be used to generalize on the total volume of travel to the United States, which includes a large proportion of same day travel, i.e., visits by persons leaving and returning on the same day.

Data pertaining to the destination of Canadians travelling in the United States were tabulated from the questionnaires completed by the respondents who indicated the general area visited. If the respondent indicated more than one destination on the questionnaire, the one farthest from the Inter-

national Boundary was chosen. Therefore, particularly with bus and rail traffic, data for areas close to the border should be considered as minimal because Canadians pass through these regions on their way to areas farther south.

In 1965, the response showed 21.6 per cent of all long-term Canadian travellers destined for the New England States, an increase of 10.6 percentage points over the 1964 proportion of 11 per cent, and raising this region to first position of importance as place of destination in 1965 from fifth place in 1964. The Middle Atlantic region comprising the states of New York, New Jersey and Pennsylvania, was the second most important destination for these travellers to the United States and accounted for 20.2 per cent of all long-term travellers compared to 24.4 per cent in 1964, a drop of 4.2 percentage points. Third in importance was the Pacific region

which accounted for 17.2 per cent of these long-term travellers in 1965, down 3.6 percentage points from the previous year. The South Atlantic region (including Florida) was indicated by 12.9 per cent of the respondents as their destination, 5.9 percentage points below the 18.8 per cent indicated in 1964. There was a slight decrease of 0.6 percentage points, in 1965, in the proportion of Canadians destined for the East-North Central region, 11.9 per cent compared to 12.5 per cent in 1964. Other proportions in order of importance of destination were: the West-North Central region (9.6 per cent); the Mountain States area (5.0 per cent) and the West-South Central region (0.8 per cent). The East-South Central region and Alaska were both indicated as the destination of 0.4 per cent of all long-term Canadian travellers in the United States during 1965 representing a drop from the previous year of 0.3 percentage points and 0.2 percentage points, respectively.

A quarterly compilation of data on destination of Canadians making long-term visits in the United States in 1965 shows that during the first quarter, the South Atlantic region (including Florida) had the highest proportion, 28.4 per cent, of all residents returning to Canada after long-term visits to the United States; in the second quarter, the same

region was third in importance and was reported by 19.8 per cent of the respondents as their destination while in the third and fourth quarters the proportions were 3.9 per cent and 6.4 per cent, respectively. In the second quarter, the Pacific region was first in importance, with 21 per cent of long-term travellers claiming that region as their destination; in the first quarter, the same region, although higher in proportion, 21.1 per cent, was second in importance; with the third and fourth quarters showing somewhat lower proportions, 13.2 per cent and 16.5 per cent, respectively. During the third quarter, the New England region was first in importance and was the destination claimed by 33.3 per cent of the respondents; in the fourth quarter, New England had dropped to second place of importance with a proportion of 19.3 per cent while the first and second quarter proportions stood at 8.6 per cent and 14.3 per cent, respectively. In the fourth quarter, the Middle Atlantic region was first in importance as place of destination of long-term Canadian travel in the United States, with a proportion of 23.7 per cent of these visitors, while during the second and third quarters, the same area was second in importance with 19.9 per cent and 20.3 per cent, respectively; the first quarter proportion was 17.1 per cent for the Middle Atlantic area and was third in importance as place of destination of Canadians making long-term visits to the United States.

STATEMENT 19. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus, and Rail, by Geographic Regions, compiled Quarterly, 1965

Geographic region of destination ²	First quarter	Second quarter	Third quarter	Fourth quarter	Year
North-Eastern States	88,000	125,000	213,000	133,000	559,000
Great Lakes States	34,000	42,000	44,000	42,000	162,000
North-Western States	7,000	10,000	11,000	9,000	37,000
West Coast States	48,000	57,000	66,000	47,000	218,000
Other remaining states	112,000	140,000	62,000	52,000	366,000
Totals, United States	289,000	374,000	396,000	283,000	1,342,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

STATEMENT 20. Destination of Canadian Travellers Returning from the United States¹ by Plane, Bus, and Rail, by Geographic Regions, 1961-65

Geographic region of destination ²	1961	1962	1963 ³	1964	1965
North-Eastern States	454,000	451,000	486,000	532,000	559,000
Great Lakes States	129,000	123,000	159,000	162,000	162,000
North-Western States	40,000	34,000	41,000	47,000	37,000
West Coast States	250,000	267,000	198,000	212,000	218,000
Other remaining states	282,000	292,000	247,000	297,000	366,000
Totals, United States	1,155,000	1,167,000	1,131,000	1,250,000	1,342,000

¹ Exclusive of Hawaii.

² See Table 10 for states comprising regions.

³ Revised figures.

Statement 20 contains data concerning the destination of residents returning to Canada by plane, bus, and rail, from the United States for the five-year period of 1961-65 and in Statement 19 by quarters for the year 1965.

The volume of Canadian re-entries by plane, bus, and rail from visits to the United States, increased by 7.4 per cent from 1,250,000 in 1964 to 1,342,000 in 1965. According to the response, the number of re-entries who had visited the Great Lakes region remained unchanged from the previous year and accounted for 12.1 per cent of the total re-entries while the number visiting the North Western States decreased by 21.3 per cent and accounted for 2.8 per cent of all visitors in this class. The North-Eastern region was the destination claimed by 41.7 per cent of all Canadian visitors in this category in 1965 with the volume of visitors increasing by 5.1 per cent over 1964. The "other remaining states", which include Florida, showed an increase of 23.2 per cent in the number of visitors compared to 1964 and accounted for 27.3 per cent of the total while the West Coast region, accounting for 16.2 per cent of Canadian re-entries by plane, bus, and rail increased its volume of visitors by 2.8 per cent compared to 1964.

Statement 19 presents data by quarters for the destination of Canadian travellers returning from the United States by plane, bus, and rail for the year 1965.

Canadian Travel in the United States by Length of Stay

Canadian travel in the United States is classified according to length of stay abroad in the same two categories used in examining non-resident visits to Canada. Canadians leaving and returning to Canada on the same day are considered in the short-term class while all other visits lasting one or more nights abroad are considered in the long-term class. In 1965, there were 27,191,100 Canadians who were classed as short-term visitors to the United States. This was a small increase of 0.6 per cent or 175,100 over the 1964 total. These short-term re-entries made up 81.3 per cent of all re-entries into Canada, a drop of 2.7 percentage points from the 84 per cent recorded for 1964. A total of 6,242,300 Canadians returned to Canada in 1965 after spending one or more nights in the United States, an increase of 21.3 per cent or 1,094,200 over the number recorded in 1964. These long-term travellers accounted for 18.7 per cent of all re-entries compared with 16.0 per cent in 1964. While the volume of short-term re-entries increased, in comparison with 1964, estimated expenditures for these travellers showed a decline of 2.1 per cent or \$1,188,000 to a total of \$56,387,000 which represented 10.5 per cent of the total estimated

On a quarterly basis, an analysis of destination reveals that there was considerable variation in the numbers of Canadians returning by plane, bus, and rail from different regions in the United States, although most of the fluctuation occurred between the North Eastern States, a popular resort area bordering on the most heavily populated part of Canada, and the "other remaining states" which include Florida. During the first quarter, the "other remaining states" area which was indicated by 38.8 per cent of these travellers as their destination, was first in importance while the North Eastern States claimed by 30.4 per cent of the visitors, was second. In the second quarter, these two regions held their respective positions of importance. The proportion for the "other remaining states" was 37.5 per cent and for the North-Eastern States, 33.4 per cent. The high percentages for the "other remaining states" during the first half of the year can be attributed to Canadians returning after spending the winter months in the Southern States. During the third quarter, 53.8 per cent of the re-entries into Canada by plane, bus, and rail claimed the North-Eastern region as their destination in the United States while the West Coast region was second with 16.7 per cent and the "other remaining states" area receiving 15.6 per cent, was third. The fourth quarter showed the North-Eastern area still holding first place in importance of destination but with a slightly lower proportion, 47 per cent and the "other remaining states" area was again second with 18.4 per cent. The numbers of Canadians returning by plane, bus, and rail from the other regions of the United States remained fairly constant throughout the year.

payments of all Canadian travellers in the United States. On the other hand, estimated expenditures for long-term visitors increased over 1964 by a substantial \$62,473,000 or 14.9 per cent to a total of \$480,990,000 and represented 89.5 per cent of the total estimated expenditures, an increase of 1.6 percentage points over the comparable 1964 proportion.

A more detailed analysis of travel by Canadian motorists in 1965, according to length of stay, reveals a total of 21,720,300 short-term Canadian travellers re-entering Canada from the United States by automobile. This represents an increase of 4.6 per cent or 955,900 over the comparable 1964 figure. At the same time, the estimate of payments made by these travellers reached a total of \$38,694,000, an increase over the previous year amounting to 8.2 per cent or \$2,917,000. This group accounted for 65 per cent of all Canadians visiting the United States in 1965 but only 7.2 per cent of the total expenditures. The average expenditure per day per short-term motorist during 1965 was \$1.78 compared to \$1.72 in 1964.

STATEMENT 21. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1965

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
			\$	
Short-term traffic (leaving and returning same day)				
Automobile	21,720,300	64.97	38,694,000	7.20
Plane	25,400	0.08	1,367,000	0.25
Bus	17,500	0.05	253,000	0.05
Rail	2,900	0.01	85,000	0.02
Boat	17,700	0.05	64,000	0.01
Bus in transit	2,700	0.01	—	—
Rail in transit	4,700	0.01	—	—
Other travellers (pedestrians, local bus, etc.)	5,399,900	16.15	15,924,000	2.96
Totals, non-automobile	5,470,800	16.36	17,693,000	3.29
Totals (short-term)	27,191,100	81.33	56,387,000	10.49
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States	1,191,500	3.57	16,666,000	3.10
Two or more nights in the United States	3,668,900	10.97	249,522,000	46.44
Totals, automobile	4,860,400	14.54	266,188,000	49.54
Plane	611,300	1.83	129,788,000	24.15
Bus	469,000	1.40	53,326,000	9.92
Rail	208,800	0.62	29,227,000	5.44
Boat	92,800	0.28	2,461,000	0.46
Totals, non-automobile	1,381,900	4.13	214,802,000	39.97
Totals (long-term)	6,242,300	18.67	480,990,000	89.51
Grand totals	33,433,400	100.00	537,377,000	100.00

¹ Subject to revision and excludes Hawaii.

Canadians returning to Canada by automobile after spending one night in the United States rose in number to 1,191,500, an increase of 28.1 per cent or 261,200 persons over the previous year. This gain in numbers coupled with the increase from \$10.23 in 1964 to \$13.99 in 1965 in the average payment per person in this class, created a phenomenal increase of 75.1 per cent or \$7,147,000 to a total of \$16,666,000 in estimated payments made by Canadians spending one night in the United States. This class accounted for 3.6 per cent of all travellers and 3.1 per cent of all expenditures in 1965 compared with 2.9 per cent and 2 per cent, respectively, in 1964. Motorists returning to Canada after spending two or more nights in the United States totalled 3,668,900, an increase of 24.1 per cent or 711,900 over the comparable 1964 figure. Payments made by these motorists increased also but at a slower pace because of a decrease in the average expenditure per person in this class from \$70.62 in 1964 to \$68.01 in 1965. Expenditures made by Canadians remaining in the United States two or more nights, were estimated at \$249,522,000, an advance of 19.5 per cent or \$40,692,000 over 1964. This category constituted 11 per cent of all re-entries and 46.4 per cent of all payments made in 1965 compared with 9.2 per cent and 43.9 per cent, respectively, in 1964. The average length of stay of Canadian automobile travellers remaining

two or more nights (three or more days) in the United States declined from 10.3 days in 1964 to 9 days in 1965 but the average expenditure per person per day in this class rose to \$7.53 in 1965 from \$6.83 in 1964.

Tables 13, 14 and 15 in the statistical tables section of this report give a detailed breakdown of Canadian automobile traffic returning from trips to the United States. Vehicles designated as spending one day in the United States are those leaving and returning on the same day, while the cars in the two-day class are those which remained in the United States for one night. Statement 17 shows the number of Canadians returning from the United States by automobile as well as those returning by plane, bus, and rail classified by length of stay. In 1965, one-day automobile traffic made up 81.7 per cent of all automobile re-entries. The 2,445,998 motorists remaining in the United States 3 to 7 days made up 9.2 per cent of all automobile travel to the United States. Those staying 8 to 14 days totalled 681,639 and comprised 2.5 per cent of the total while the 311,985 remaining 15 to 21 days made up 1.2 per cent of the total. The 229,261 Canadian motorists who remained in the United States for 22 days or more accounted for only 0.9 per cent of all Canadian re-entries from the United States by automobile.

Short-term Canadian travellers re-entering Canada by means of transportation other than automobile in 1965, totalled 5,470,800, a decrease of 12.5 per cent or 780,800 persons compared with 1964. They accounted for 16.4 per cent of all re-entries, a drop of 3 percentage points from the 19.4 per cent in 1964. Estimated payments made by this class of Canadian travellers in the United States amounted to \$17,693,000, some \$4,105,000 or 18.8 per cent below the 1964 figure. These expenditures accounted for 3.3 per cent of the total expenditures, a decline of 1.3 percentage points from the 4.6 per cent recorded in 1964. Long-term travellers, those

Canadians re-entering by non-automobile means of transportation after remaining one or more nights in the United States, increased in number by 121,100 or 9.6 per cent to a total of 1,381,900 when compared to 1964. These travellers accounted for 4.1 per cent of all Canadian re-entries from the United States but their expenditures, which rose by 7.3 per cent or \$14,634,000 over 1964, to a total of \$214,802,000 represented 40 per cent of all payments made by Canadians while visiting in the United States. These proportions compare with 3.9 per cent and 42.1 per cent, respectively, for the previous year.

STATEMENT 22. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1965

Estimated days stay in the the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail ¹
1 ²	21,720,295	25,428	17,484	2,929
2	1,191,514	66,183	38,897	10,697
3-7	2,445,998	300,277	221,633	109,072
8-14	681,639	121,183	108,324	42,670
15-21	311,985	63,695	46,709	21,726
22 and over	229,261	59,973	53,428	24,684
Totals.....	26,580,692	636,739	486,475	211,778

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

A total of 25,400 Canadians returned from the United States by plane in 1965 after short-term visits. This represents a decline of 4.2 per cent or 1,100 compared to 1964. Estimated expenditures for this class also declined, the total of \$1,367,000 representing a drop of 22.6 per cent or \$399,000 compared to 1964. The decrease in expenditures for this group was due to a considerable degree to the reduction in the average expenditure per person in this class from \$66.64 in 1964 to \$53.82 in 1965. The number of Canadian re-entries by plane after long-term visits to the United States totalled 611,300, a rise of 18 per cent or 93,400 persons compared to the previous year. Expenditures made by this group amounted to \$129,788,000, an increase of 14.3 per cent or \$16,189,000 over 1964. The average expenditure per person for this group was \$212.31 in 1965 compared with \$219.35 in 1964. The classification of Canadians returning by plane from the United States appears in more detail in Statement 22. Persons remaining from 3 to 7 days in the United States, totalling 300,277, formed the largest group and accounted for 47.2 per cent of all plane re-entries. Persons remaining for visits of 8 to 14 days numbered 121,183 and made up 19 per cent of the total while those remaining for 15 to 21 days, with a total of 63,695, constituted 10 per cent of the total. Plane re-entries of Canadians remaining 22 days or more in the United States totalled

59,973 and accounted for 9.4 per cent of all plane re-entries from Continental United States. The average expenditure per trip for Canadians returning from the United States by plane in 1965 was \$206.00 compared to \$211.90 in 1964. The highest average payment per person per day was \$53.80 which was attributed to same-day plane traffic. Data on Table 16 show that the average expenditure per person per day declines steadily as the length of stay is extended. No doubt, the cost of transportation is a contributing factor to the higher expenditures per day for the shorter lengths of stay.

Residents leaving and returning to Canada on the same day by bus (excluding in transit) during 1965, totalled 17,500, an increase of 500 persons or 2.9 per cent over the comparable 1964 figure. Expenditures, estimated at \$253,000, increased by 15.5 per cent or \$34,000. The average expenditure per person for this same day group of bus travellers was \$14.46 in 1965 compared to \$12.88 in 1964. Canadians re-entering by bus after long-term visits to the United States, numbered 469,000 in 1965, an increase of 11.1 per cent or 47,000 over the previous year. Expenditures for this group also increased to a total of \$53,326,000, a rise of 7.1 per cent or \$3,516,000 compared to 1964. The average expenditure per person in this class was \$113.70 compared to \$118.03 in 1964. Visits of 3 to 7 days

accounted for 45.5 per cent of all Canadian re-entries by bus from the United States and totalled 221,633, while bus travellers remaining 8 to 14 days numbered 108,324 and constituted 22.3 per cent of the total. The average expenditure per person for all Canadians returning by bus decreased from \$114.00 in 1964 to \$110.10 in 1965. The average

expenditure per person per day for those returning by bus was \$9.00 in 1965 compared to \$8.60 in 1964. The length of stay averaged 12 days in 1965 compared with 13 days in the previous year, while bus travellers spending one night in the United States recorded the highest average expenditure per person per day; \$17.60.

STATEMENT 23. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1965

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail ¹
1 ²	81.7	4.0	3.6	1.4
2	4.5	10.4	8.0	5.0
3-7	9.2	47.2	45.5	51.5
8-14	2.5	19.0	22.3	20.1
15-21	1.2	10.0	9.6	10.3
22 and over	0.9	9.4	11.0	11.7
Totals	100.0	100.0	100.0	100.0

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

Rail re-entries (excluding in transit) by Canadians making short-term visits to the United States, decreased by more than half in 1965 from the preceding year. These re-entries amounted to 2,900, a decline of 51.7 per cent or 3,100. An even larger decrease was revealed in the expenditures for this group. In 1965, payments were estimated at \$85,000, down 54.5 per cent or \$102,000 from the comparable 1964 estimate. Canadians returning by rail after long-term visits to the United States numbered 208,800, a decrease of 10.2 per cent or \$23,800. The expenditures for these long-term travellers amounted to \$29,227,000, a decline of 11.5 per cent or \$3,793,000 compared to the 1964 figure. The 109,072 Canadians who re-entered by rail after spending 3 to 7 days in the United States constituted 51.5 per cent of all rail re-entries, while those remaining 8 to 14 days, numbering 42,670, made up 20.1 per cent of the total. The average expenditure per person for all rail travellers was \$138.40, little changed from the comparable 1964 average of \$139.20.

Canadians leaving and returning on the same day by boat from the United States, totalled 17,700,

a decrease of 35.2 per cent or 9,600 persons from the previous year while their expenditures estimated at \$64,000, declined by 39 per cent or \$41,000. Long-term re-entries by boat increased by 5.1 per cent or 4,500 to a total of 92,800 compared to 1964 but payments made by this group while visiting the United States decreased to \$2,461,000, a decline of 34.2 per cent or \$1,278,000 from the previous year's estimate.

Included in the payments of Canadian travellers remaining two or more days in the United States, is the value of merchandise declared under the customs exemption privilege. The value declared by Canadians returning from the United States amounted to \$26,013,474 in 1965, an increase of \$2,062,488 or 8.6 per cent over 1964. The average value for declaration in 1965 was \$19.87 as compared to \$20.15 in 1964. The number of declarations reported in 1965 totalled 1,309,299, some 124,676 or 10.5 per cent more than 1964. The value of declared merchandise accounted for 4.8 per cent of the total estimated expenditures by Canadians in contrast with 5 per cent in 1964.

Canadian Travel in the United States by Purpose of Trip

The questionnaire survey of Canadian residents travelling in the United States provides useful information on their purposes of trip. As some respondents specify only one purpose of trip and others two or more reasons, distinction was

made between the two because the results for each group are different. For example, of those with two or more purposes of trip, a considerable number had combined a shopping trip with another purpose such as visiting friends and relatives. As a result,

their proportion of shopping trips was 14 per cent as compared with 2 per cent for those with one purpose of trip only. The other percentages for persons reporting two or more purposes of trip were as follows: business, 5 per cent; formal study, 1 per cent; health, 5 per cent; recreation, 41 per cent; visiting friends and relatives, 32 per cent; "other", 2 per cent. Included in the category of "other" are the one per cent who specified that they were in transit travellers only; i.e., passing through the United States to reach other parts of Canada. Many of these trips were from Ontario to the Prairie Provinces and vice versa or from Ontario to the Maritimes. As the majority of respondents recorded one reason only for visiting the United States, the following text and statements shown are based entirely on questionnaires indicating only one purpose of trip.

In 1965, recreation, the major reason for Canadian travel to the United States, was specified by 52 per cent of the respondents, an increase from 49 per cent in 1964. Visiting friends and relatives was second, having been specified by 30 per cent, down 2 percentage points from 1964 and business trips were third with 12 per cent, unchanged from the previous year. Relatively small percentages travelled to the United States for the other purposes listed. Health reasons, for example, accounted for

only 3 per cent, shopping for 2 per cent and formal study for one per cent. In the residual category of "other", half the 1 per cent were in transit travellers.

Even though the overall purpose of trip percentages have changed very little from year-to-year, there is considerable variation within certain categories on a quarterly basis. To illustrate, the proportion specifying recreation ranged from 41 per cent in the first quarter to 66 per cent in the third, with the latter percentage representing an increase of 7 points more than the 1964 figure. The second quarter percentage of 50 per cent for those specifying recreation was also up compared with 44 per cent in 1964. The highest percentage of those specifying visiting friends and relatives was 39 per cent in the first quarter and the lowest was 23 per cent in the third quarter, down from 30 per cent in 1964. Business trips accounted for between 13 and 16 per cent of the one purpose visits to the United States in the first, second and fourth quarters but dropped to 6 per cent in the third when recreation was highest. Shopping as a purpose of trip was highest in the pre-Christmas months of October, November and December and health in the first and second quarters when many persons prefer to travel south to warmer climates.

STATEMENT 24. Purpose of Trip¹ reported by Canadians Returning from the United States, compiled Quarterly, Questionnaire Survey, 1965

Period of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
	per cent							
First quarter	14.1	0.7	1.0	40.5	39.3	3.5	0.9	100.0
Second quarter	13.5	0.9	1.9	50.3	27.2	5.6	0.6	100.0
Third quarter	6.1	0.7	1.9	66.0	23.1	0.5	1.7	100.0
Fourth quarter	15.6	0.9	3.3	42.9	34.6	1.1	1.6	100.0
Year	11.7	0.8	2.0	51.6	30.1	2.6	1.2	100.0

¹ Questionnaires reporting one purpose only.

On a province of re-entry basis, Quebec with 57 per cent, had the greatest proportion of trips for recreation in 1965, while Saskatchewan recorded 57 per cent in 1964. (The province of re-entry means the province of residence. The number who re-entered through provinces other than their own represents a small portion of the total and therefore becomes insignificant.) The Maritimes recorded the highest percentage visiting friends and relatives, 40 per cent, a decrease of 5 percentage points from the previous year. By far the highest percentage of business trips were from Alberta with 24 per cent, a drop however, from 29 per cent in 1964. Quebec was second with 18 per cent. Saskatchewan recorded the largest proportion of shopping trips, 6 per cent, and the Maritimes and Alberta both had the highest percentage, 4 per cent, travelling to the

United States for health reasons. Alberta was also the only province where all persons included in the category of "other" were in transit travellers.

Statement 26 shows how the purposes of trip vary from one method of travel to another. For those going by automobile, for example, recreation was specified by a high 58 per cent and business by only 5 per cent while for the non-automobile travellers, business accounted for 30 per cent of the trips and recreation 34 per cent. In both cases, visiting friends and relatives was close to 30 per cent. Forty-four per cent, the highest percentage of business trips, were taken by plane travellers, up 12 percentage points from the 1964 figure. Plane travellers also had the lowest percentage, 29 per cent, going to the United States for recreation in

1965, down from 36 per cent in 1964. For the category of bus travellers, the 46 per cent specifying recreation and the 43 per cent indicating visiting friends and relatives as their main purpose of trip showed relatively little change from the previous year. Of all five means of transportation, rail travellers had the highest percentage, 51 per cent, going to visit friends and relatives, three percentage points less than in 1964. Recreation was

favoured by 58 per cent of the boat travellers, an increase of 9 percentage points and visiting friends and relatives by 32 per cent, a drop of 8 points compared with the corresponding 1964 percentage. Length of stay in the United States was also classified according to purpose of trip which in turn was categorized as to when the trip was taken, the province of re-entry and the means of transportation used.

STATEMENT 25. Purpose of Trip¹ reported by Canadians Returning from the United States by Province of Re-entry, Questionnaire Survey, 1965

Province of re-entry	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
	per cent							
Maritimes	10.0	1.4	2.4	39.6	40.4	4.4	1.8	100.0
Quebec	17.8	0.9	0.6	57.1	19.9	3.0	0.7	100.0
Ontario	8.2	0.6	1.9	49.6	35.6	2.9	1.2	100.0
Manitoba	13.1	1.5	3.9	47.0	28.3	2.7	3.5	100.0
Saskatchewan	9.2	0.3	5.5	56.4	24.9	2.3	1.4	100.0
Alberta	23.6	2.5	2.1	39.8	25.1	4.4	2.5	100.0
British Columbia and Yukon Territory	9.0	0.7	3.6	50.9	33.7	1.0	1.1	100.0
Canada	11.7	0.8	2.0	51.6	30.1	2.6	1.2	100.0

¹ Questionnaires reporting one purpose only.

In 1965, the average length of stay varied from 59 days for Canadians who went to the United States for formal study to 3 days for those on shopping trips. Persons travelling to the United States for health reasons had long periods of stay, 50 days on the average; however, visits were considerably shorter for the other purposes of trip.

Canadians travelling southward for recreation averaged stays of 11 days, to visit friends and relatives, 9 days and for business reasons, 6 days. In transit trips generally lasted 4 to 5 days and those in the category of "other" (excluding in transit) about 10 days.

STATEMENT 26. Purpose of Trip¹ reported by Canadians Returning from the United States by Type of Transportation, Questionnaire Survey, 1965

Type of transportation	Percentage of persons reporting main purpose of trip							
	Business	Formal study	Shopping	Recreation	Visiting friends or relatives	Health	Other	Total
Plane	43.9	1.8	0.2	29.4	19.4	4.6	0.7	100.0
Bus	3.6	1.3	4.2	45.6	42.8	1.8	0.7	100.0
Rail	10.7	1.1	1.3	32.2	51.0	3.3	0.4	100.0
Boat	6.2	0.6	1.8	57.6	31.5	1.2	1.1	100.0
Totals, non-automobile	29.9	1.5	1.2	33.6	29.3	3.8	0.7	100.0
Automobile	4.8	0.5	2.2	58.3	30.5	2.2	1.5	100.0
Grand totals	11.7	0.8	2.0	51.6	30.1	2.6	1.2	100.0

¹ Questionnaires reporting one purpose only.

Considerable variation was shown in some purposes of trip depending on the time of year the trip was made. Those taken for recreation doubled from an average of 8 days in the third quarter to 16 days in the second. Less variation was shown in trips for the purpose of visiting friends and relatives which averaged a low of 7 days in the fourth quarter and a high of 10 days in the second. Trips to the United States for formal study purposes, however, ranged from 33 days in the first quarter to 79 days in the third. Wide differences in length of stay were also found in trips taken for health reasons, for example, visits during the second quarter months averaged 73 days but decreased to 13 days in the fourth. The average stay of persons in the category of "other" varied from 7 days in the fourth to 12 days in the first quarter. The length of stay for business, in transit and shopping trips remained quite constant throughout the year.

An examination of length of stay by purpose of trip and province of re-entry shows that Maritime residents had the longest average business trips, 9 days, and those from Quebec the shortest at 4 to 5 days. Trips for the purpose of formal study varied widely from an average of 47 days for Maritime visitors to 195 days for those from Saskatchewan. Residents of Saskatchewan also averaged the longest trips for health reasons, 90 days, as compared with 33 days for residents of Manitoba. There was much less spread in the length of holiday trips as is shown by the following: Maritimes 11, Quebec 10, and Ontario 13 days; Manitoba 9, Sas-

katchewan 12, Alberta 13, and British Columbia and the Yukon Territory 8 days. Shopping trips from all provinces averaged 3 to 4 days. Of the journeys for the purpose of visiting friends and relatives, the longest visits were attributed to residents of Alberta who stayed an average of 15 days, and the shortest to Quebec residents, 7 days. Canadians re-entering through the Maritimes spent an average of 14 days visiting friends and relatives and those from Ontario, 8 days. The length of all other types of visits varied from an average of 2 days for Saskatchewan residents to 32 days for persons from the Maritimes. The average length of stay of Canadians travelling in the United States for recreation was 11 days for automobile passengers, 13 days for plane travellers and 11 days for bus visitors. Train and boat travellers averaged 9 and 7 days for recreation, respectively.

Compilations were also done on the average expenditures per trip for each purpose. Persons travelling to the United States for formal study purposes spent an average of \$479.00, the highest amount, with health a close second at \$469.00. Canadians going on shopping trips, spent an average of \$41.00, while the lowest amount, an average of \$32.00, was spent by the in transit travellers. Persons seeking recreation in the United States spent \$134.00 on the average while those visiting friends and relatives spent only \$56.00 as their food and accommodation expenses were much lower. For business trips, an average of \$163.00 was spent and for "other" types of trip \$96.00.

Travel Between Canada and Overseas Countries

Volume

The rapid expansion of travel between Canada and overseas countries has made this sector of the Canadian travel industry increasingly important. A breakdown of the total volume for 1965, shows

some 133,000 visitors entered Canada direct from overseas countries, an increase of 18 per cent over the corresponding 1964 figure. At the same time, Canadians returning from visits overseas totalled 456,350, almost 17 per cent more than in 1964.

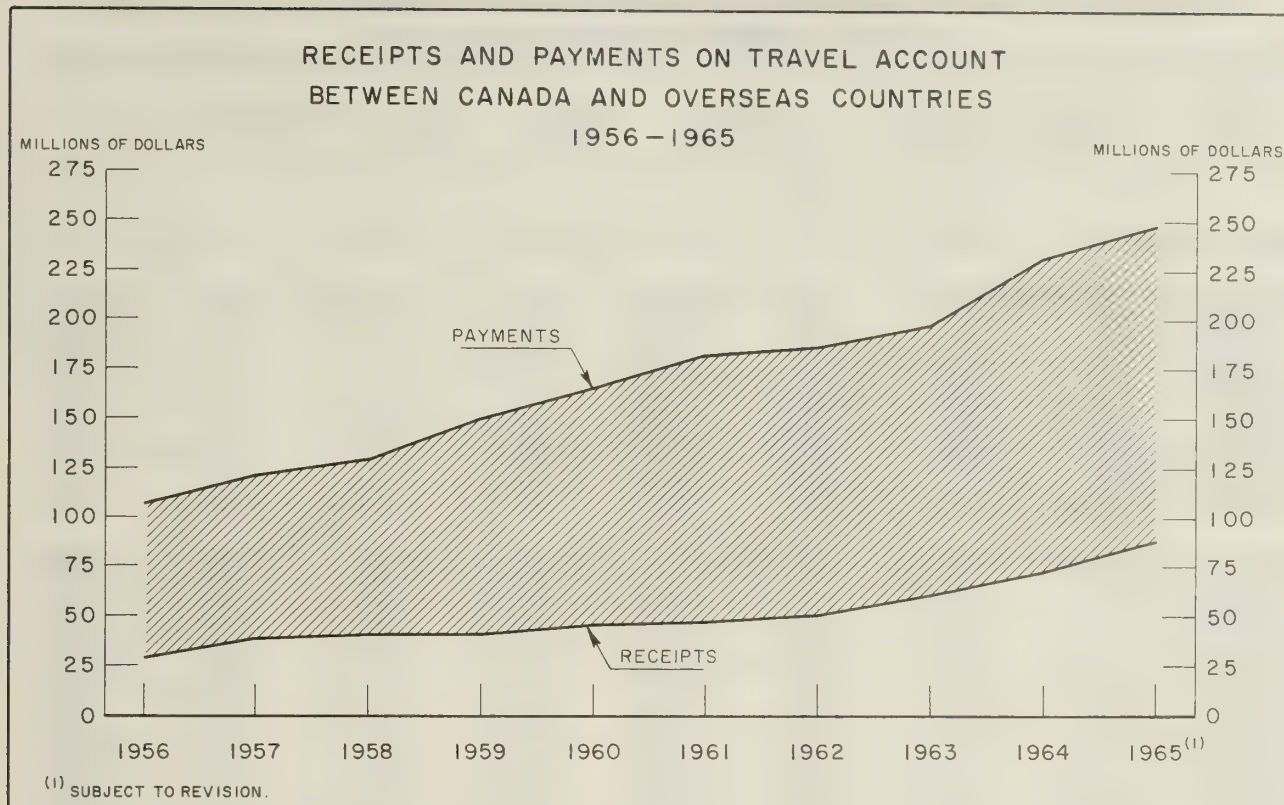
STATEMENT 27. Balance of Payments on Travel Account Between Canada and Overseas Countries,¹ 1964 and 1965²

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. in Europe		All other countries	
	1964	1965	1964	1965	1964	1965	1964	1965	1964	1965
	millions of dollars									
Receipts	72	87	33	34	11	9	17	27	11	17
Payments	231	248	80	89	23	27	105	106	23	26
Net balance	- 159	- 161	- 47	- 55	- 12	- 18	- 88	- 79	- 12	- 9

¹ Exclusive of Hawaii.

² Subject to revision.

CHART-4



Expenditures

Residents of overseas countries travelling in Canada during 1965, are estimated to have spent \$87 million, representing an increase of \$15 million over the 1964 receipts. Canadian payments for over-

seas travel amounted to \$248 million, up \$17 million from the 1964 figure. Although the deficit on travel account with overseas countries reached \$161 million, the increase over the 1964 deficit was only \$2 million.

Overseas Visitors to Canada

Volume and Expenditures

In 1965, close to 133,000 visitors from overseas countries entered Canada direct, a substantial 18 per cent increase over the number arriving in 1964. This figure does not include the number of overseas visitors who enter Canada via the United States. Receipts from all residents of overseas countries travelling in Canada during 1965 are estimated at \$87 million, some \$15 million more than the \$72 million which was the estimate in 1964. On a quarterly basis, the 1965 receipts show \$10 million was spent in the first quarter, \$25 million in the second quarter, \$39 million in the third quarter, and \$13 million in the fourth quarter of the year. A further breakdown reveals that visitors from the United Kingdom accounted for an estimated \$34 million of the aggregate, an increase of \$1 million over 1964 while \$9 million is the proportion attributed to travellers who came from other "sterling area" countries, a decrease of \$2 million when

compared with the previous year. Disbursements by visitors from Continental Europe increased by 59 per cent or \$10 million to \$27 million and from all other countries by \$6 million or 55 per cent to \$17 million.

Country of Origin

Quarterly data on the number of overseas visitors to Canada by country of origin is shown in Statement 28 while Statement 29 shows the arrivals from each country in 1965 as compared with 1964. The country of origin means the country of residence of the visitor at the time the trip was taken.

The following text and statements refer only to those overseas travellers coming directly to Canada as similar data for overseas visitors entering via the United States are not available. Additional information on the direct overseas visitors is obtained from the response to questionnaires which

**STATEMENT 28. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Countries, compiled Quarterly, 1965**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom	4,962	17,329	26,712	7,522	56,525
Commonwealth countries (n.e.s.).....	1,601	3,199	3,572	1,692	10,064
Australia.....	431	1,170	887	373	2,861
Bahamas.....	66	117	108	85	376
Barbados.....	97	126	183	93	499
Bermuda.....	174	203	288	213	878
Hong Kong.....	51	102	375	64	592
India.....	174	265	345	143	927
Jamaica.....	283	431	485	310	1,509
New Zealand.....	176	495	476	203	1,350
Pakistan.....	29	53	85	43	210
Trinidad and Tobago.....	120	237	340	165	862
O.E.C.D. in Europe (n.e.s.).....	5,631	16,650	16,178	7,493	45,952
Austria.....	132	319	400	165	1,016
Belgium.....	187	503	607	250	1,547
Denmark.....	219	764	673	225	1,881
France.....	1,182	2,195	3,276	1,420	8,073
Germany.....	1,214	4,239	3,397	1,615	10,465
Greece.....	355	577	489	638	2,059
Ireland (Republic).....	99	188	213	89	589
Italy.....	574	1,351	1,387	806	4,118
Netherlands, The.....	648	4,079	3,141	817	8,685
Norway.....	251	629	656	329	1,865
Portugal.....	124	415	379	365	1,283
Spain.....	96	201	242	159	698
Sweden.....	261	491	533	304	1,589
Switzerland.....	289	699	785	311	2,084
Europe (n.e.s.).....	853	2,145	1,528	1,117	5,643
Czechoslovakia.....	125	272	205	160	762
Finland.....	216	281	96	84	677
Poland.....	85	442	377	247	1,151
U.S.S.R.....	105	384	236	136	861
Yugoslavia.....	120	196	181	226	723
Other European countries.....	202	570	433	264	1,469
Africa.....	160	530	598	206	1,494
South Africa (Republic).....	73	269	160	82	584
Other African countries.....	87	261	438	124	910
Asia (n.e.s.).....	963	1,458	1,617	471	4,509
China.....	90	98	214	45	447
Japan.....	689	1,186	995	336	3,206
Other Asian countries.....	184	174	408	90	856
Middle East.....	333	590	622	274	1,819
Israel.....	195	330	239	93	857
Other Middle East countries.....	138	260	383	181	962
Central America.....	663	1,157	1,190	650	3,660
Mexico.....	482	964	1,073	546	3,065
Other Central American countries.....	181	193	117	104	595
South America.....	411	622	398	239	1,670
Argentina.....	87	176	103	75	441
Other South American countries.....	324	446	295	164	1,229
West Indies (n.e.s.).....	161	225	97	106	589
Other countries.....	169	214	376	236	995
Grand totals.....	15,907	44,119	52,888	20,006	132,920

**STATEMENT 29. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
1964 and 1965**

Country of residence	1964	1965	Change in 1965	Per cent change in 1965	Per cent of 1965 total
United Kingdom	50,686	56,525	+ 5,839	+ 11.5	42.5
Commonwealth countries (n.e.s.).....	8,122	10,064	+ 1,942	+ 23.9	7.6
Australia	1,984	2,861	+ 877	+ 44.2	2.2
Bahamas	342	376	+ 34	+ 9.9	0.3
Barbados	514	499	- 15	- 2.9	0.4
Bermuda	1,127	878	- 249	- 22.1	0.7
Hong Kong	410	592	+ 182	+ 44.3	0.4
India	838	927	+ 89	+ 10.6	0.7
Jamaica	1,169	1,509	+ 340	+ 29.1	1.1
New Zealand	850	1,350	+ 500	+ 58.9	1.0
Pakistan	212	210	- 2	- 0.9	0.2
Trinidad and Tobago	676	862	+ 186	+ 27.5	0.6
O.E.C.D. in Europe (n.e.s.)	37,425	45,952	+ 8,527	+ 22.8	34.6
Austria	970	1,016	+ 46	+ 4.7	0.8
Belgium	1,335	1,547	+ 212	+ 15.9	1.2
Denmark	1,654	1,881	+ 227	+ 13.7	1.4
France	6,431	8,073	+ 1,642	+ 25.5	6.1
Germany	8,491	10,465	+ 1,974	+ 23.2	7.9
Greece	1,356	2,059	+ 703	+ 51.8	1.5
Ireland (Republic)	603	589	- 14	- 2.3	0.4
Italy	3,673	4,118	+ 445	+ 12.1	3.1
Netherlands, The	7,482	8,685	+ 1,203	+ 16.1	6.5
Norway	1,682	1,865	+ 183	+ 10.9	1.4
Portugal	511	1,283	+ 772	+ 151.1	1.0
Spain	439	698	+ 259	+ 59.0	0.5
Sweden	1,166	1,589	+ 423	+ 36.3	1.2
Switzerland	1,632	2,084	+ 452	+ 27.7	1.6
Europe (n.e.s.)	4,223	5,643	+ 1,420	+ 33.6	4.2
Czechoslovakia	740	762	+ 22	+ 3.0	0.6
Finland	254	677	+ 423	+ 166.5	0.5
Poland	943	1,151	+ 208	+ 22.1	0.9
U.S.S.R.	307	861	+ 554	+ 180.5	0.6
Yugoslavia	490	723	+ 233	+ 47.5	0.5
Other European countries	1,489	1,469	- 20	- 1.3	1.1
Africa	860	1,494	+ 634	+ 73.7	1.1
South Africa (Republic)	336	584	+ 248	+ 73.8	0.4
Other African countries	524	910	+ 386	+ 73.7	0.7
Asia (n.e.s.)	2,968	4,509	+ 1,541	+ 51.9	3.4
China	317	447	+ 130	+ 41.0	0.3
Japan	1,981	3,206	+ 1,225	+ 61.8	2.4
Other Asian countries	670	856	+ 186	+ 27.7	0.7
Middle East	1,239	1,819	+ 580	+ 46.8	1.4
Israel	654	857	+ 203	+ 31.0	0.7
Other Middle East countries	585	962	+ 377	+ 64.4	0.7
Central America	4,331	3,660	- 671	- 15.5	2.8
Mexico	3,792	3,065	- 727	- 19.1	2.3
Other Central American countries	539	595	+ 56	+ 10.4	0.5
South America	1,272	1,670	+ 398	+ 31.3	1.2
Argentina	287	441	+ 154	+ 53.7	0.3
Other South American countries	985	1,229	+ 244	+ 24.8	0.9
West Indies (n.e.s.)	748	589	- 159	- 21.3	0.4
Other Countries	889	995	+ 106	+ 11.9	0.8
Grand totals	112,763	132,920	+ 20,157	+ 17.9	100.0

are distributed by port officials to a sample of these travellers. Of the total number of overseas visitors entering Canada direct, 43 per cent or 56,525 persons came from the United Kingdom, the largest proportion from any single country or area. In 1964, some 45 per cent of the overseas visitors came from the United Kingdom. A total of 45,952 or 35 per cent of the travellers were from countries in the Organization for Economic Co-operation and Development, compared with 33 per cent in the previous year. Visitors from other Commonwealth countries numbered 10,064 or 8 per cent of the total. The main countries in this category were Australia, 2,861 persons; Jamaica, 1,509; and New Zealand, 1,350. An analysis by individual country reveals that following the United Kingdom, the second greatest number of visitors were from West Germany, 10,465 persons or 8 per cent of the total,

while visitors from The Netherlands numbered 8,685 or 7 per cent and from France 8,073 or 6 per cent. The combined total from the Scandinavian countries of Denmark, Norway and Sweden amounted to 5,335 or 4 per cent, while visitors from Italy numbered 4,118 or 3 per cent of the overall aggregate. Visitors from other countries accounted for relatively small percentages of the total. The quarterly analysis shows the majority of all overseas visitors (73 per cent) entered Canada during the six month period of April to September.

On the whole, the number of visitors from each overseas country or area increased in 1965. The increases of some of the European countries were as follows: France, 26 per cent; West Germany, 23 per cent; The Netherlands, 16 per cent; United Kingdom, 12 per cent; and Italy, 12 per cent.

STATEMENT 30. Non-immigrant Visitors Entering Canada Direct from Overseas Countries, Principal Ports of Entry, compiled Quarterly, 1965

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Airports:					
Gander, Nfld.	213	237	267	272	989
Halifax, N.S.	529	1,390	1,843	698	4,460
Montreal, Que.	9,566	18,598	22,105	11,275	61,544
Toronto, Ont.	2,481	10,430	15,718	4,338	32,967
Windsor, Ont.	83	249	263	133	728
Winnipeg, Man.	383	1,256	1,865	372	3,876
Edmonton, Alta.	184	868	547	88	1,687
Vancouver, B.C.	1,897	4,024	4,695	1,183	11,799
Totals	15,336	37,052	47,303	18,359	118,050
Seaports:					
Halifax, N.S.	187	436	106	106	835
Montreal, Que.	—	374	764	402	1,540
Quebec, Que.	—	5,290	3,500	835	9,625
Vancouver, B.C.	226	370	338	85	1,019
Totals	413	6,470	4,708	1,428	13,019
All other ports	158	597	877	219	1,851
Grand totals	15,907	44,119	52,888	20,006	132,920

Type of Transportation

An analysis of Statement 30 indicates that of the 132,920 direct overseas visitors, 118,050 or 89 per cent entered at the eight leading airports specified, and 13,019 or 10 per cent were arrivals by ship at Quebec City, Montreal, Vancouver and Halifax. The remaining one per cent entered at other ports throughout Canada. Comparable figures for 1964 show 86 per cent of the overseas visitors direct entered via the main airports, 12 per cent arrived by ship and 2 per cent at other ports.

The greatest number of direct plane arrivals occurred at Montreal Airport where entries of 61,544 overseas visitors reflected a substantial increase of 24 per cent over the 1964 total. Second, in arrivals of overseas visitors direct, was Toronto

Airport where entries increased 5 per cent to 32,967 in 1965. At Vancouver the number of entries of overseas visitors rose from 6,736 in 1964 to 11,799 in 1965, a sharp 75 per cent increase. The only airports to show decreases in the number of overseas visitors entering Canada direct were Gander and Edmonton.

Purpose of Trip

The questionnaire distributed to the overseas visitor asks the main reason for the visit to Canada and, from the response, information concerning the purpose of trip is compiled. As many of the immigrants to Canada are from the United Kingdom and Continental Europe, it is not surprising that a high proportion of the trips was to visit friends or relatives. In 1965, 66 per cent of all overseas

visitors direct came for this reason compared to 17 per cent on business trips, 15 per cent for recreation, one per cent on government service and less than one per cent for formal study, representing little change from 1964. Variation was shown, however, within each purpose of trip depending on when the trip was taken; for example, the percentage that came to visit friends or relatives was lowest during the first quarter, 46 per cent, and highest, 75 per cent, in the three summer months of July to September. Business as a purpose of trip, on the other hand, showed the reverse pattern as

the number of business trips, as a percentage of all visits, was highest during the first quarter, 36 per cent, and lowest during the third quarter, 8 per cent. This low percentage in the third quarter was not due to a drop in the actual number coming for reasons of business but rather to the heavy increase in the number coming to visit friends or relatives at that time. The percentage that came for recreation was greatest during the second quarter, 19 per cent, and lowest in the fourth, 12 per cent, while increases of 14 and 15 per cent were recorded for the first and third quarters, respectively.

STATEMENT 31. Purpose of Trip reported by Overseas Visitors to Canada, compiled Quarterly by Country of Residence, 1965

Country of residence	Business	Formal study	Recreation	Visiting friends or relatives	Government service
	per cent				
Aeroplane and vessel:					
First quarter:					
United Kingdom	39.5	1.0	6.0	51.5	2.0
Other European countries	36.5	1.6	15.9	42.8	3.2
Other Commonwealth countries	26.6	1.1	25.5	45.7	1.1
All other countries	41.4	—	19.0	36.2	3.4
Totals	36.4	1.1	14.0	46.2	2.3
Second quarter:					
United Kingdom	16.6	—	12.9	69.8	0.7
Other European countries	38.8	—	6.5	49.0	5.7
Other Commonwealth countries	37.7	1.6	36.9	23.8	—
All other countries	15.3	—	64.4	18.6	1.7
Totals	23.6	0.2	18.8	55.6	1.8
Third quarter:					
United Kingdom	5.5	0.4	10.2	83.3	0.6
Other European countries	13.8	2.0	13.3	70.8	0.1
Other Commonwealth countries	10.5	1.5	35.6	51.2	1.2
All other countries	7.1	—	47.0	38.8	7.1
Totals	8.0	0.9	15.1	75.1	0.9
Fourth quarter:					
United Kingdom	18.8	—	8.2	69.8	3.2
Other European countries	37.2	—	9.2	53.1	0.5
Other Commonwealth countries	11.4	—	27.3	61.3	—
All other countries	56.4	—	24.5	17.0	2.1
Totals	25.7	—	11.7	60.6	2.0
Year:					
United Kingdom	12.1	0.3	10.1	76.3	1.2
Other European countries	25.3	1.1	11.4	60.8	1.4
Other Commonwealth countries	18.4	1.1	32.4	47.4	0.7
All other countries	23.4	—	43.3	29.0	4.3
Grand totals	16.9	0.5	15.0	66.2	1.4

An examination of purposes of trip by individual areas shows that by far the most popular purpose of trip reported by travellers from the United Kingdom was visiting friends or relatives. Seventy-six per cent specified this as their purpose of trip while 12 per cent listed business and 10 per cent recreation. Comparable percentages for visitors from other European countries show 61 per cent visited friends or relatives, 25 per cent came for business reasons and 11 per cent for recreation.

Forty-seven per cent of the visitors from other Commonwealth countries (mainly Australia, New Zealand, Bermuda and the West Indies) came to visit friends or relatives, 32 per cent for recreation, and 18 per cent for business reasons. The main purposes of trip of visitors from all other overseas countries were 43 per cent for recreation, 29 per cent to visit friends or relatives and 23 per cent for business reasons.

Length of Stay

When considered collectively, overseas visitors remained in Canada an average of 34 days per person. However, there were definite differences in the length of stay according to the area of origin. Visitors from the United Kingdom and other European countries both stayed an average of 38 days

while those from other Commonwealth countries remained on the average 21 days and those from countries not already specified 16 days. Comparable averages for 1964 show travellers from the United Kingdom stayed 33 to 34 days, from other European countries 34 days, from other Commonwealth countries 26 days and those from all other countries 15 to 16 days.

Summary of Canadian Travel Overseas (Direct and via the United States)

During 1965, some 456,350 Canadians returned from visits to overseas countries, thereby establishing a record high and a gain of 17 per cent over the 1964 figure. Most of the increase can be attributed to the number of residents returning direct from overseas countries who in 1965 accounted for 386,350 of the aggregate. In 1964, direct re-entries amounted to 322,645. Canadians who visited overseas countries and returned via the United States numbered 70,000 in 1965, a slight increase of 1,000 over the 1964 figure. Following this summary which deals with all Canadian travel overseas, the direct and via travel are considered separately in greater detail. It should be noted that the words "overseas" and "abroad" as used in the report refer to all foreign countries other than the United States.

The gross expenditures of Canadian travellers overseas, i.e., the amount paid within overseas countries and the oceanic transportation costs are estimated at \$348 million in 1965, an advance of

8.7 per cent over the \$320 million spent in 1964. Of these expenditures, payments within overseas countries comprised \$179 million while oceanic transportation costs accounted for \$167 million, both increases over the corresponding 1964 amounts of \$165 million and \$155 million, respectively. Included in the cost of oceanic transportation are payments of \$91 million to Canadian carriers and \$8 million to United States carriers. For the Canadian carriers this was an increase of 15 per cent or \$12 million over the 1964 amount whereas payments to United States carriers represents a decrease of \$2 million. In calculating the total net expenditures, payments to Canadian carriers are excluded since they do not involve a flow of money outside of Canada and payments to United States carriers are transferred to the United States travel account. Therefore, the net expenditures by Canadians on overseas travel amounted to \$248 million in 1965, a gain of 7 per cent or \$17 million over the 1964 total.

STATEMENT 32. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, 1961-65

Port of re-entry	1961	1962	1963	1964	1965
Airports:					
Gander, Nfld.	6,885	6,962	5,421	4,537	3,139
Halifax, N.S.	5,355	5,817	7,610	7,673	9,854
Sydney, N.S.	795	906	1,111	695	1,371
Montreal, Que.	96,859	104,184	105,399	119,866	139,025
Ottawa, Ont.	2,511	2,253	2,145	5,194	3,265
Toronto, Ont.	44,021	57,472	77,578	89,839	115,200
Trenton, Ont.	953	5,276	10,941	16,024	27,988
Winnipeg, Man.	3,997	4,357	5,726	8,285	8,044
Calgary, Alta.	150	438	1,350	3,193	5,142
Edmonton, Alta.	2,575	4,107	6,694	8,572	7,442
Vancouver, B.C.	16,630	19,806	23,652	26,616	33,211
Totals	180,731	211,578	247,627	290,494	353,681
Seaports:					
Halifax, N.S.	2,789	2,550	2,295	2,186	1,768
Saint John, N.B.	510	2,283	233	77	70
Quebec, ¹ Que.	30,524	27,713	23,786	18,891	17,398
Vancouver, B.C.	2,526	2,718	2,160	2,529	2,270
Totals	36,349	35,264	28,474	23,683	21,506
All other ports	6,038	6,558	5,956	8,468	11,163
Grand totals	223,118	253,400	282,057	322,645	386,350

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

A breakdown of the expenditures in overseas countries shows that 43 per cent of the total or \$106 million was spent in Continental European countries while the United Kingdom received 36 per cent or \$89 million. Payments made in other sterling area countries amounted to \$27 million or 11 per cent of the total and in all other countries to 10 per cent or \$26 million.

Based on the 1965 questionnaire survey, an estimate of the number of Canadians visiting the main destinations overseas is as follows: United Kingdom, 101,000; Continental Europe, 101,000; to both the United Kingdom and other European countries, 97,000; Bermuda and the Caribbean, 68,000;

Mexico, 29,000; Hawaii, 26,000; and other countries, 34,000.

From a further breakdown of the overseas survey, it was possible to estimate the number of visits made to European countries by Canadian residents returning either direct or via the United States. During the year 1965, some 87,000 visits were made to France; 75,000 to Germany; 57,000 to The Netherlands; 56,000 to Switzerland; 53,000 to Italy; and 45,000 to the Scandinavian countries of Denmark, Norway and Sweden. While these estimates are based on data covering Canadians who visit more than one country, they do not include the many visits made to these countries by Canadian civilian or military personnel posted overseas.

Canadian Travel Overseas (Direct)

Volume

In 1965, a total of 386,350 Canadian travellers returned direct from countries other than the United States, a considerable increase of 20 per cent or 63,705 compared with the 1964 total of 322,645. In 1964 the percentage increase over the corresponding 1963 figure was 14 per cent. A quarterly analysis shows that 38 per cent returned in the third quarter, 24 per cent in the second and 19 per

cent in both the first and fourth quarters. Gains were recorded in all four quarters, with the largest occurring in the third when re-entries rose by 23,347 persons or 19 per cent to a total of 146,742. The percentage increase in the first, second and fourth quarters amounted to 10, 24, and 27 per cent, respectively, while the total number returning in each of these quarters was 74,047 in the first, 92,021 in the second, and 73,540 in the fourth quarter.

STATEMENT 33. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, compiled Quarterly, 1965

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Airports:					
Gander, Nfld.	777	744	905	713	3,139
Halifax, N.S.	1,727	2,837	2,928	2,362	9,854
Sydney, N.S.	38	82	1,195	56	1,371
Montreal, Que.	23,904	33,561	54,973	26,587	139,025
Ottawa, Ont.	374	1,255	1,099	537	3,265
Toronto, Ont.	25,261	27,725	41,985	20,229	115,200
Trenton, Ont.	2,701	7,188	10,381	7,718	27,988
Winnipeg, Man.	629	2,060	3,915	1,440	8,044
Calgary, Alta.	991	1,302	2,328	521	5,142
Edmonton, Alta.	973	1,289	3,776	1,404	7,442
Vancouver, B.C.	12,945	6,449	7,743	6,074	33,211
Totals	70,320	84,492	131,228	67,641	353,681
Seaports:					
Halifax, N.S.	734	357	315	362	1,768
Saint John, N.B.	—	—	—	70	70
Quebec ¹ , Que.	—	4,448	9,782	3,168	17,398
Vancouver, B.C.	972	567	395	336	2,270
Totals	1,706	5,372	10,492	3,936	21,506
All other ports	2,021	2,157	5,022	1,963	11,163
Grand totals	74,047	92,021	146,742	73,540	386,350

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above includes some military personnel and dependents.

Expenditures

The gross expenditures of Canadians returning direct from overseas countries in 1965 (total expenditures in these countries plus all transportation payments) was estimated at \$288 million, an increase of \$32 million or 12 per cent over the 1964 record of \$256 million. A breakdown of the expenditures shows \$149 million spent within the overseas countries and \$138 million for oceanic transportation costs. The net transportation costs of \$54 million covered payments made to all carriers with the exception of those of the United States and Canada. The payments to United States carriers of \$2 million, were debited to the United States — Canada Travel Account and the \$82 million paid to Canadian carriers was excluded as it represented an internal transfer of money. The percentage paid to Canadian carriers amounted to 59 per cent, to United States carriers 2 per cent and to all other carriers 39 per cent. The steady increase in the proportion received by transportation companies of Canadian registry is indicated by the difference between their 1960 percentage of nearly 48 per cent and that of 1965. The net expenditures of \$203 million in overseas countries includes \$54 million to all foreign carriers except those of the United States, plus \$149 million spent within overseas countries. This figure of \$203 million represents an increase of \$20 million or 11 per cent over the 1964 net overseas travel expenditures.

A breakdown of the estimated expenditures by areas, excluding oceanic transportation costs, shows that \$51.2 million was spent within the United Kingdom, an increase of \$8.1 million or 18.8 per cent over the 1964 estimate. Payments made in Continental European countries amounted to \$67.8 million, \$3.8 million or 5.9 per cent more than in 1964. Expenditures in sterling area countries, excluding the United Kingdom, totalled \$18.5 million, an increase of \$3.4 million or 22.5 per cent. Eighty-nine per cent or \$16.4 million of the total spent in the sterling area countries was attributable to payments made by Canadians visiting the Bahamas, Bermuda, and the Caribbean. Disbursements within all other countries not elsewhere specified rose \$300,000 or 2.6 per cent for a total of \$11.7 million in 1965.

A quarterly analysis of payments made by Canadians in overseas countries, exclusive of transportation costs to United States and Canadian carriers, shows a decrease of \$2 million or 6 per cent in the first quarter expenditures of \$30 million. The other three quarters all recorded gains. Payments in the second quarter totalled \$51 million, an increase of \$9 million or 21 per cent and in the third quarter rose \$6 million or 8 per cent for a total of \$79 million. Fourth quarter expenditures advanced 19 per cent from \$36 million in 1964 to \$43 million in 1965.

Type of Transportation

Statement 32 shows how popular plane travel has become with Canadians travelling overseas.

For example, in 1965 close to 92 per cent of the number returning direct from overseas countries re-entered Canada at the major airports, while slightly less than 6 per cent returned via the four main seaports and 3 per cent at smaller air and seaports. In 1961 corresponding proportions were 81 per cent returning by plane, 16 per cent by ship and 3 per cent at all other ports. Over the five year period 1961 to 1965, re-entries by boat have declined 41 per cent or 14,843 persons whereas the number of travellers returning by plane has risen by 96 per cent or 172,950 persons. The overall increase in total re-entries during this period has been 73 per cent. Compared with the number of plane re-entries in 1964, there was a 22 per cent increase of 63,187 persons returning from overseas countries in 1965. The leading airports in terms of number of Canadians returning from overseas countries were as follows: Montreal with 139,025 direct re-entries, an increase of 16 per cent over the 1964 total; Toronto, where the number of re-entries was up 28 per cent for a total of 115,200; and Vancouver airport with a total of 33,211 returning residents, a 25 per cent increase over comparable arrivals in 1964. The increase in the number of persons arriving at Trenton airport have made it necessary to remove it from the classification "all other ports" and list it separately so as not to give this residual category a disproportionately high total. However, it should be kept in mind that the majority of persons re-entering Canada at Trenton are military personnel and their dependents whose expenditures and length of stay overseas are quite different from those of the ordinary traveller. Of the eleven airports listed, only Gander, Ottawa, Winnipeg and Edmonton showed decreases in the number of re-entries from overseas countries, whereas all four seaports shown in the statement recorded fewer re-entries in 1965 than in 1964. Quebec, which received 81 per cent of the boat re-entries, was down 8 per cent to a total of 17,398 and re-entries at Vancouver harbour, which had risen in 1964, dropped 10 per cent in 1965 to a total of 2,270 persons. St. John's, Newfoundland has been included with "all other ports" in the 1965 annual report rather than listed separately because of the small number of persons now returning there.

A quarterly analysis of the number of residents returning direct from overseas countries in 1965 is given by port of re-entry in Statement 33. Of the total number of plane and ship re-entries, 19 per cent returned during the first quarter, 24 per cent in the second, 38 per cent in the third, and 19 per cent in the fourth quarter of the year. While the percentages of the total number of plane passengers returning during each quarter were very similar to the overall trend, the quarterly distribution of re-entries by boat did show considerable variation due to the closing of many St. Lawrence River ports during the winter months. Some 49 per cent of those returning by boat did so during the third quarter months of July, August and September whereas only 8 per cent returned during the first quarter of the year.

A comparison with the corresponding 1964 figures shows that total re-entries by plane rose in all four quarters with the largest gain in numbers, 27,199 or 26 per cent, occurring in the third quarter

and the highest percentage increase, 40 per cent or 19,479 persons, during the fourth quarter. Direct re-entries by boat, on the other hand, declined in all four quarters.

STATEMENT 34. Destination reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Type of Transportation, 1965

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
United Kingdom only	11.1	29.4	35.3	23.4	25.0
United Kingdom and other European countries....	7.1	22.9	31.5	22.9	22.8
Other European countries only	18.7	17.1	25.5	24.0	24.0
Bermuda and Caribbean	30.5	17.0	3.1	15.7	13.2
Hawaii	17.2	4.3	0.9	5.3	6.2
Mexico	10.7	4.7	1.7	4.4	4.6
All other countries	4.7	4.6	2.0	4.3	4.2
Totals ..	100.0	100.0	100.0	100.0	100.0

Destination

Data on the destinations reported by Canadian travellers returning direct from overseas trips are arranged by area visited or, in some instances, by country. This is done because many Canadians, particularly those going to Europe, visit several countries during one trip. On the other hand, trips to Hawaii or Mexico are shown as a single country of destination. Statement 35 shows the percentage of Canadian travellers visiting overseas areas and countries during the five year period 1961 to 1965 and Statement 34 gives a quarterly break-down of destination for the year 1965. In 1965, 72 per cent of the Canadians who went abroad visited European countries, with 25 per cent of them travelling to the United Kingdom only, 23 per cent to the United Kingdom and other European countries, and 24 per cent visiting Continental European countries only. The percentage visiting the United Kingdom only, has dropped about 2 per cent each year since 1961 when visits to this area accounted for 31 per cent. The percentage travelling to both the United Kingdom and other European countries has also declined since 1961, at which time slightly more than 26 per cent of the respondents specified visits to this area. Visits to other European countries only, have increased from 22 per cent in 1961 to 24 per cent in 1965.

After Europe, the second most popular destination of Canadian overseas travellers was Bermuda and the Caribbean, followed by Hawaii, then Mexico. In 1965, 13 per cent of the respondents visited Bermuda and the Caribbean, an increase of one

per cent over 1964, 6 per cent visited Hawaii compared with 4 per cent in 1964 while visits to Mexico remained at approximately 5 per cent. The proportion of Canadians visiting countries not already mentioned has dropped from 8 per cent in 1961 to 4 per cent in 1965. Included in this category are trips to Central and South America, Japan, Australia and New Zealand. Even though visits to these countries have increased, this group has declined as a percentage of the total.

From the questionnaire survey which covered a sample of Canadian travellers with a wide range of overseas destinations, it was estimated that 96,000 Canadians went to the United Kingdom only, 88,000 to both the United Kingdom and other European countries and 93,000 to Continental Europe only. As many Canadians returning direct visited more than one country in Europe, a further break-down reveals that 181,000 persons made some 488,000 visits to Continental European countries. The indicated percentages visiting one or more Continental European countries in 1965 are as follows: one country, 41 per cent; two countries, 19 per cent; three countries, 12 per cent; four countries, 10 per cent; five countries, 6 per cent; six countries, 5 per cent; seven or more countries, 7 per cent. These percentages show little variation from comparable 1963 and 1964 figures. The main European countries visited by residents who returned direct to Canada were in order of estimated number of visits: France, 82,000; Germany, 69,000; The Netherlands, 54,000; Switzerland, 53,000; Italy, 48,000; the Scandinavian countries (Denmark,

Norway and Sweden), 42,000; and Spain and Portugal, 26,000. The above estimates do not include visits made by persons who returned from Europe via the United States or visits to these countries by members of the Canadian armed forces and civilian personnel posted in Europe.

On the basis of the survey, it is estimated that the number of Canadian travellers who returned direct from visits to Bermuda and the Caribbean amounted to 51,000 persons; to Hawaii, 24,000; to Mexico, 18,000; and to other countries not already specified, 16,000.

STATEMENT 35. Destination reported by Canadians Returning Direct from Overseas
Countries, 1961 - 65

Destination reported	1961	1962	1963	1964	1965
	per cent				
Aeroplane and vessel:					
United Kingdom only	31.2	29.2	27.7	25.1	25.0
United Kingdom and other European countries	26.3	22.1	22.1	23.9	22.8
Other European countries only	21.7	22.0	22.3	25.3	24.0
Bermuda and Caribbean	10.2	13.6	14.0	11.9	13.2
Hawaii .....	..	3.3	4.1	4.2	6.2
Mexico	3.0	2.9	4.8	5.3	4.6
All other countries	7.6	6.9	5.0	4.3	4.2
Totals	100.0	100.0	100.0	100.0	100.0

The destination of Canadian overseas travellers returning direct showed considerable variation according to when the trip was taken. For example, of all the direct re-entries into Canada during the first quarter, the percentage returning from visits to the United Kingdom only, was 11 per cent compared with 35 per cent in the third quarter. Comparable figures for 1964 were 17 and 33 per cent. The proportion of Canadians who travelled to both the United Kingdom and Continental Europe was also higher in the third quarter, 32 per cent, and lowest in the first quarter, 7 per cent. Less quarterly variation was shown in the percentage of re-entries into Canada who had been to Continental Europe. This group ranged from 19 per cent of all re-entries in the first quarter to 26 per cent in the third quarter.

In the case of Canadian visitors to Bermuda and the Caribbean, the reverse was found. They comprised 31 per cent of all re-entries during the first quarter and only 3 per cent during the third quarter. The proportion of Canadian travellers returning from Hawaii was also highest during the first quarter, 17 per cent, as it was for those returning from Mexico, 11 per cent. The percentage of all re-entries that had been to other countries was quite small in each quarter and varied between 2 and 5 per cent.

An examination of destination according to port of re-entry reveals many interesting differences between ports; for example, at Halifax airport 93 per cent of all direct re-entries had been to Europe (including the United Kingdom), while at Dorval this figure was 77 per cent, at Malton 68 per cent, and at Vancouver airport, 26 per cent. Furthermore, at Dorval, of this 77 per cent, 38 per cent had gone to Continental European countries only, and 18 per cent to the United Kingdom only, whereas at Malton, 15 per cent had gone to Continental European countries only, and 31 per cent to the United Kingdom. The three ports having the highest percentages of re-entries from Bermuda and the Caribbean were: Malton, 23 per cent; Ottawa, 14 per cent; and Dorval, 13 per cent. All three of the Prairie airports of Winnipeg, Calgary and Edmonton had high percentages of Canadians returning from European countries; however, there was considerable variation as to destination in Europe. Of the 98 per cent of re-entries at Winnipeg who had gone to Europe, 51 per cent had visited the United Kingdom only, 39 per cent the United Kingdom and other European countries, and 8 per cent Continental Europe only, whereas corresponding percentages for Edmonton were 28, 36 and 33 per cent. At Calgary, 22 per cent had visited the United Kingdom only, 18 per cent the United Kingdom and other European countries, and 45 per cent Continental Europe. Windsor had the highest percentage of persons returning

from Mexico—88 per cent. At Vancouver airport, by far the largest proportion of re-entries, 60 per cent, were returning from Hawaii, with Europe, the second major destination, accounting for 26 per cent. Of the Canadians returning directly by ship to Montreal and Quebec City, 95 per cent had been to Europe, with 83 per cent having been to either the United Kingdom only, or to the United Kingdom and other European countries.

Length of Stay

Statement 36 indicates the general trend in the last five years of shorter Canadian holidays in Western Europe. For example, the average length of stay of residents visiting the United Kingdom only, in 1961 was 44 days, in 1965 it was 29 days. Much of this decrease in length of time spent abroad can be attributed to the increase in the

number of plane travellers who, as a group, tend to take much shorter holidays than do boat travellers. In Statement 37 aeroplane and boat travellers are grouped together rather than shown separately as in previous years because the percentage of those returning by boat has become so small. As a result, one of the reasons for the average length of stay for Canadian trips to Europe being shorter is the decrease in the number of persons returning by ship who, on the whole, spent more time abroad. Visits to other areas such as Bermuda and the Caribbean, Hawaii and Mexico were not affected to the same extent by the increase in plane travel. The place of destination also has a bearing on how long the stay abroad will be. Respondents visiting the United Kingdom and other European countries stayed an average of 36 days in 1965 while those visiting Bermuda and the Caribbean only remained an average of 16 days.

STATEMENT 36. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled by Destination and Type of Transportation, 1961 - 65

Destination reported	1961	1962	1963	1964	1965
	number of days				
Aeroplane and vessel:					
United Kingdom only	44.3	44.8	34.4	32.0	28.9
United Kingdom and other European countries.....	60.7	56.6	39.0	41.1	36.0
Other European countries only	49.9	45.0	41.4	38.4	32.9
Bermuda and Caribbean	17.1	14.4	16.1	15.7	15.7
Hawaii .....	..	28.4	25.3	19.8	22.2
Mexico	17.3	19.2	17.7	18.7	17.5
All other countries ¹	70.7	88.4	49.2	61.0	37.1

¹ Including travel to more than one area per trip.

An examination of the average length of stay over the period 1961 to 1965 reveals yearly decreases in the length of time spent in European countries. As mentioned above, visits to the United Kingdom only, have dropped from 44 days in 1961 to 29 days in 1965, with the greatest decrease occurring between 1962 and 1963 when the average length of stay declined from 45 days to 34 days. The length of time spent by Canadian travellers to the United Kingdom and other European countries has also decreased, dropping from 61 days in 1961 to 36 days in 1965. Trips including both Continental European countries and the United Kingdom are naturally of greater length than visits solely to the Continent. The average length of stay of Canadians who travelled in Continental Europe only, was 33 days in 1965 compared to 38 days in 1964 and 50 days in 1961.

Generally, there has been much less change in the length of time spent in Bermuda and the Caribbean, Hawaii and Mexico than there has been in that spent in European countries. Visits to Bermuda and the Caribbean averaged 16 days in 1965 and

17 days in 1961, with only minor fluctuations between these years. The average length of stay in Hawaii, which dropped steadily from 28 days in 1962 to 20 days in 1964, increased in 1965 to 22 days. Visits to Mexico have remained fairly constant between an average of 17 to 19 days in duration. The average length of stay for visits to "all other countries", however, has shown considerable variation because of the relatively small numbers involved and the year-to-year changes in the countries included in this group.

The average length of time spent by Canadians in overseas countries also varies according to the time of year the trip was taken. Statement 37 shows that residents who returned to Canada during the first and fourth quarters after visits to the United Kingdom only, spent an average of 31 days abroad while those who returned during the second and third remained 28 and 29 days, respectively. Thirty-nine days, the longest average length of stay for Canadian visitors to both the United Kingdom and other European countries, was recorded for those returning during the third quarter. Travellers re-

STATEMENT 37. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Destination and Type of Transportation, 1965

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane and vessel:					
United Kingdom only	30.5	27.7	29.2	30.5	28.9
United Kingdom and other European countries	36.1	30.0	39.4	37.2	36.0
Other European countries only	32.8	28.3	35.8	31.6	32.9
Bermuda and Caribbean	16.8	14.8	14.6	14.6	15.7
Hawaii	22.0	28.1	13.9	16.3	22.2
Mexico	17.6	17.8	17.4	16.2	17.5
All other countries ¹	29.7	39.9	43.0	36.4	37.1
Totals	23.9	25.6	33.2	28.2	28.4

¹ Includes travel to more than one area per trip.

turning from these areas in the fourth quarter stayed an average of 37 days; in the first quarter, 36 days; and in the second, for 30 days. The longest average length of stay for Canadian travellers to other European countries only, 36 days, also occurred during the third quarter while those re-entering Canada in the first, second and fourth quarters stayed an average of 33, 28 and 32 days, respectively. In all four quarters, shorter lengths of stay were recorded for trips to Bermuda and the Caribbean Islands than to Western Europe. As illustrated in Statement 37, trips to Bermuda and the Caribbean lasted on the average between 15 and 17 days. Twenty-two and 28 days, the longest lengths of stay for trips to Hawaii were recorded for Canadians returning in the first and second quarters. Shorter visits of 14 and 16 days took place in the third and fourth quarters. Trips made by Canadians to Mexico remained between an average of 16 to 18 days in length throughout the year, while the average length of stay of visitors to countries not already specified ranged from 30 days in the first quarter to 43 days in the third.

Purpose of Trip

Information as to why Canadians travel to overseas countries was also obtained from the questionnaire survey covering a sample of residents returning direct. In Statement 38 purpose of trip is shown by quarters while Statement 39 indicates purpose of trip according to area or country visited. In 1965, as in 1964, the main reason for Canadian travel overseas was recreation, with visiting friends or relatives second. In the five year period of 1961 - 1965 the relative importance of these two reasons has gradually reversed. To illustrate, in 1961, 40 per cent went abroad for recreation and 48 per cent to visit friends or relatives, whereas in 1965 these percentages were 50 per cent for recreation and 40 per cent for visiting friends or relatives. The categories of business, formal study and health have remained quite constant in this five year period. In 1965, between 7 and 8 per cent went overseas on business trips, close to one per cent for formal study and 2 per cent for health reasons, very similar to the 1964 percentages.

STATEMENT 38. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly, 1965

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
First quarter	8.2	0.2	5.0	57.8	28.8
Second quarter	8.7	0.7	1.7	53.5	35.4
Third quarter	3.4	1.2	0.6	43.6	51.2
Fourth quarter	15.6	1.2	1.2	47.0	35.0
Year	7.5	0.8	2.0	50.1	39.6

¹ Including Hawaii.

A quarterly analysis indicates that the highest percentage of business trips, 16 per cent, occurred during the fourth quarter while for recreation the greatest percentage, 58 per cent, was in the first quarter. Many of the trips taken during these months of January, February, and March were to winter

vacation areas such as Bermuda, the Caribbean and Hawaii while the majority, 51 per cent, of Canadians who went overseas to visit friends or relatives did so during the third quarter months of July, August and September.

STATEMENT 39. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, compiled by Destination, 1965

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
United Kingdom only	6.2	0.6	0.4	27.5	65.3
United Kingdom and other European countries	11.0	1.2	0.7	58.1	29.0
Other European countries only	8.0	1.5	1.2	28.8	60.5
Bermuda and Caribbean	4.1	--	5.5	81.5	8.9
Hawaii	2.6	—	6.7	87.3	3.4
Mexico	3.6	0.5	2.9	87.8	5.2
All other countries	19.7	1.9	2.8	50.6	25.0
Totals	7.5	0.8	2.0	50.1	39.6

As is illustrated in Statement 39, purpose of trip and destination are very closely linked. For example, 82 per cent of the Canadians who returned direct from visits to Bermuda and the Caribbean went for recreation and only 9 per cent to visit friends or relatives, whereas 28 per cent of those who went to the United Kingdom only, specified recreation while 65 per cent had been to visit friends or relatives. Of all the countries and areas specified, the United Kingdom received the highest percentage of Canadian travellers going for the purpose of visiting. However, this percentage has been decreasing and that of recreation rising as in 1963, 73 per cent went to visit friends or relatives, 71 per cent in 1964, and in 1965, 65 per cent. The equivalent percentages for recreation during these years, were 20, 22 and 28 per cent. A far greater proportion of persons who visited both the United

Kingdom and other European countries went for recreational purposes than did those going only to the United Kingdom or to Continental Europe. Fifty-eight per cent of the direct Canadian travellers to both areas went for recreation and 29 per cent for visiting. This group also had the greatest percentage of business trips, 11 per cent. As in other years, the major reason for travel to warmer climate regions was recreation. Of the Canadians who travelled to Hawaii, 87 per cent went for recreation, 7 per cent for health reasons and 3 per cent to visit. Corresponding percentages for Canadian travellers to Mexico were 88 per cent for recreation and 5 per cent for visiting. Of the trips to countries not already mentioned, the major purposes for trip were: recreation, 51 per cent; visiting friends or relatives, 25 per cent; and business, 20 per cent.

STATEMENT 40. Province of Residence of Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly, 1965

Province of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	4.4	5.2	3.9	5.2	4.6
Quebec	25.6	30.4	30.0	30.1	28.4
Ontario	40.3	45.3	46.3	42.4	43.2
Manitoba and Saskatchewan	6.6	4.6	5.6	5.1	6.1
Alberta	8.3	4.7	6.1	4.3	7.2
British Columbia	14.8	9.8	8.1	12.9	10.5
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

Province of Residence

Data on province of residence of Canadian travellers returning direct from overseas countries is found in Statement 41. This statement shows the destination of Canadian travellers by the province of residence. Significant differences are found for some provinces between their percentage of total overseas travellers and the percentage they contribute to the total population which is as follows: Atlantic Provinces, 10 per cent of the aggregate; Quebec, 29 per cent; Ontario, 35 per cent; Manitoba and Saskatchewan, 10 per cent; Alberta, 7 per cent; British Columbia (including the Yukon and North-West Territories), 9 per cent. Provinces whose percentages of total Canadian overseas travellers returning direct were less than their percentage of

total population (as of July 1, 1965) were; the Atlantic Provinces, Quebec, and Manitoba and Saskatchewan, while those having a higher percentage were British Columbia and Ontario. Alberta contributed the same percentage to both total overseas visitors and total population. In 1965 the percentages of Canadians returning direct from overseas visits from each region were: Atlantic Provinces, 5 per cent; Quebec, 28 per cent; Ontario, 43 per cent; Manitoba and Saskatchewan, 6 per cent; Alberta, 7 per cent; British Columbia, 11 per cent. On the basis of this data the following numbers of travellers from each province have been estimated: Atlantic Provinces, 17,800; Quebec, 109,700; Ontario, 166,900; Manitoba and Saskatchewan, 23,600; Alberta, 27,800; and British Columbia, 40,600; for a rounded total of 386,400 persons.

STATEMENT 41. Province of Residence of Canadians Returning Direct from Overseas Countries, by Destination, 1965

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	8.1	17.8	51.8	14.8	7.5	100.0
United Kingdom and other European countries	7.6	22.6	46.8	16.0	7.0	100.0
Other European countries only	1.8	46.1	35.0	10.6	6.5	100.0
Bermuda and Caribbean	1.9	33.6	58.3	4.2	2.0	100.0
Hawaii	—	3.8	8.2	29.3	58.7	100.0
Mexico	1.7	33.7	40.0	10.4	14.2	100.0
Combined destinations	2.6	35.0	35.6	12.7	14.1	100.0
All other countries	—	64.3	25.3	5.7	4.7	100.0
Totals	4.6	28.4	43.2	13.3	10.5	100.0

Canadian Travel Overseas (Via the United States)

Volume and Expenditures

In 1965, the number of Canadians returning from overseas countries via the United States totalled 70,000, an increase of 1,000 over the corresponding 1964 figure. Estimated gross expenditures (payments made abroad and for overseas transportation) amounted to \$60 million, a drop of \$3 million or 5 per cent from the 1964 total, with \$31 million being spent within overseas countries and \$29 million for transportation. Corresponding totals in 1964 were \$31 million and \$32 million, respectively. The breakdown of transportation costs was 31 per cent or \$9 million to Canadian carriers, unchanged from the 1964 figure, 21 per cent or \$6 million to United States carriers, down from \$7 million in the previous year, and 48 per cent or \$14 million to other foreign carriers, a drop of \$3 million. Payments made to

United States and Canadian carriers are not included in net expenditures, as the former are transferred to the United States travel account and the latter do not represent a transfer of funds outside of Canada. Net expenditures for overseas travel via the United States were \$45 million in 1965, compared with \$48 million in 1964.

A breakdown by areas of the \$31 million expenditures abroad shows that \$5 million was spent in the United Kingdom, \$8 million in other sterling area countries, \$9 million in Continental Europe, and \$9 million in all other countries. Corresponding totals in 1964 were: United Kingdom \$4 million; other sterling area countries \$7 million; Continental Europe \$13 million; and all other countries \$7 million.

Destination

As can be seen from the following data, the destination of Canadians returning from overseas via the United States presents quite a different pattern from that of residents returning direct. In 1965 the distribution of the via the United States travellers was: United Kingdom only, 7 per cent; the United Kingdom and other European countries, 13 per cent; Continental Europe only, 11 per cent; Bermuda and the Caribbean, 24 per cent; Hawaii, 3 per cent; and Mexico, 15 per cent. Those who went on cruises accounted for 6 per cent and those who took trips to two or more major areas, 11 per cent. The percentage to all other countries was 10 per cent. Corresponding figures in 1964 were: United Kingdom only, 5 per cent; the United Kingdom and Continental Europe, 15 per cent; Continental Europe only, 15 per cent; Bermuda and the Caribbean, 26 per cent; Hawaii, 2 per cent; Mexico, 12 per cent; cruises, 4 per cent; combined destinations, 12 per cent; and all other countries, 9 per cent. Combined destinations is a special category which refers to travellers who visited two or more major areas, such as, Europe and South America or the Middle East and Africa.

On the basis of the 1965 percentages, the number of Canadians who visited the United Kingdom only, and returned via the United States was estimated at 5,000; both the United Kingdom and other European countries at 9,000; and Continental Europe only, at 8,000; for a total of 22,000 to Europe. Of the other major destinations, an estimated 17,000 went to Bermuda and the Caribbean; 2,000 to Hawaii; 11,000 to Mexico; 4,000 on cruises; 7,000 to combined destinations; and 7,000 to all areas not included above.

An examination, on a quarterly basis, of travellers returning via the United States shows that the greatest percentage of re-entries, 32 per cent, occurred in the third quarter while 23 per cent re-entered in the first, 25 per cent in the second, and 20 per cent in the fourth quarter. In the first quarter the favoured destinations were Mexico, the Bahamas and cruises, most of which were to the Caribbean, while in the second quarter the most popular vacation areas were Mexico, the former West Indies Federation, and the Bahamas. Fewer persons visited the southern regions in the third quarter, at which time vacations in Europe were the main choice. Major destinations in the fourth quarter were trips to combined destinations or to Europe.

Length of Stay

Statement 42 contains data on the average length of time spent abroad, excluding time spent going to and returning from overseas countries and time spent en route in the United States. In 1965 the average length of stay of Canadian travellers who returned from overseas via the United States was 26 days, compared with 34 days in 1964. This decrease was reflected in all four quarters as the average stay in the first to fourth quarters was 21, 27, 32 and 30 days, respectively, while in 1964 corresponding averages were 26 and 38 days for the first and second quarters and 40 days for the third and fourth. Length of stay varied quite widely according to destination; for example, trips to both the United Kingdom and Continental European countries average 40 days while those to Bermuda and the Caribbean lasted an average of 12 days. The direct travel followed a similar pattern with the longest length of stay being in visits to both the United Kingdom and other Europe, 36 days, and the shortest, 16 days, to Bermuda and the Caribbean.

STATEMENT 42. Average Length of Stay¹ reported by Canadians Returning from Overseas Countries via the United States, compiled Quarterly by Destination, 1965

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane and vessel:					
United Kingdom only	35.7	38.2	29.6	37.4	34.9
United Kingdom and other European countries ...	31.3	30.5	46.3	45.3	39.8
Other European countries only	31.4	43.5	35.0	43.2	37.5
Bermuda and Caribbean	10.0	13.1	12.5	12.5	11.7
Hawaii	20.0	19.2	11.5	15.4	17.5
Mexico	20.4	19.9	12.5	18.9	19.4
All other countries ²	27.2	39.4	38.4	37.1	33.9
Totals	21.4	26.5	31.6	29.8	26.3

¹ Excluding time spent en route in the United States.

² Excluding cruise travel and travel to more than one area per trip.

Residents who visited the United Kingdom only, stayed an average of 35 days in both 1964 and 1965. The average time spent en route in the United States for these travellers was 2 days, a decrease from the 3 days in 1964. The average time spent in the United States by Canadians returning from visits to both the United Kingdom and other European countries remained unchanged at 2 days; but the time spent overseas dropped from 50 days to 40 days. The length of stay of Canadians visiting Continental Europe only, also declined, going from 66 days in 1964 to 38 days in 1965. The average time spent in the United States, however, remained the same at 2 days. Canadian travellers to Bermuda and the Caribbean who returned via the United States remained an average of 12 days in 1965 as in 1964. On an individual country basis, this category showed interesting differences in the lengths of time spent en route in the United States. Travellers to Bermuda, for example, stayed an average of 2 days in the United States while those going to the West Indies stayed 4 days and to the Bahamas, 9 days. Canadians visiting Mexico and returning via the United States averaged visits of 19 days, one day more than in 1964. The amount of time spent in the United States remained at 10 days. Canadians who travelled to Hawaii and returned via the United States in 1965 stayed an average of 18 days, 3 days less than in 1964. The average length of stay abroad for the group "all other countries" was 34 days, one day more than in 1964. Included in this category are trips to Australia and New Zealand, Central and South America and cruises, most of which are to the Caribbean. Canadians who travelled to Australia and New Zealand returning via the United States spent an average of

53 days in these countries and 3 days in the United States. Canadians returning via the United States from visits to South America averaged 2 days in the United States and 25 days in South America. The time spent in Central America was somewhat shorter at 17 days, not including 4 days spent en route in the United States.

Purpose of Trip

The main purpose of trip of the Canadians who returned from overseas via the United States was recreation, with visiting friends or relatives second, as was the case for the direct travellers. However, the percentages were quite different for the two types of travellers. Almost 64 per cent of the via the United States travellers went for recreational purposes and 20 per cent to visit friends or relatives, while only 50 per cent of the direct travellers went for recreation and 40 per cent for visiting. Another significant difference between the direct and via the United States travellers was that a higher percentage of the via, 12 per cent, went overseas for business reasons, while for the direct travellers, it was nearly 8 per cent. The percentage of travellers who went overseas for reasons of formal study was less than one per cent and for health reasons about 4 per cent.

As with the direct travellers, distinct variations were found in the purposes of trip according to the destination. The percentage visiting friends or relatives was high for those going to the United Kingdom only, or to Continental Europe only, but was relatively small for the travellers to Bermuda and the Caribbean, Hawaii and Mexico.

**STATEMENT 43. Purpose of Trip reported by Canadians Returning from Overseas
Countries via the United States, compiled by Destination, 1965**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
United Kingdom only	13.1	0.9	2.4	25.8	57.8
United Kingdom and other European countries	17.5	1.1	2.5	49.8	29.1
Other European countries only	12.7	0.5	1.2	33.8	51.8
Bermuda and Caribbean	7.6	0.2	5.6	79.4	7.2
Hawaii	1.5	—	4.2	84.9	9.4
Mexico	6.8	0.4	5.7	78.5	8.6
All other countries	20.2	0.7	1.7	55.8	21.6
Totals	11.9	0.5	3.8	63.7	20.1

Of the residents who re-entered Canada via the United States after visiting the United Kingdom only, 58 per cent had gone to see friends or relatives, 26 per cent for recreation and 13 per cent for business, representing little change from the 1964 figures. As mentioned, of those who went to

both the United Kingdom and other Europe, 50 per cent went for recreation, 29 per cent for visiting and nearly 18 per cent for business. In 1964 corresponding percentages were 55, 28 and 15 per cent. There were also changes in the purposes of trip of travellers to Continental Europe only. In 1965, 34

per cent of the re-entries via the United States went for recreation compared with 26 per cent in 1964, and the percentage going to visit relatives or friends dropped from 59 per cent to 52 per cent. Business as a purpose of trip for this group, however, rose from between 9 and 10 per cent to 13 per cent.

Recreation as the main purpose of trip for Canadians returning from Bermuda and the Caribbean via the United States rose from 76 per cent to 79

per cent in 1965, visiting friends or relatives dropped from 9 per cent to 7 per cent, and the percentages going for reasons of business and health remained about the same at 8, and between 6 to 7 per cent, respectively. Eighty-five per cent of the Canadian travellers returning from Hawaii via the United States had been for recreation, an increase of 15 per cent over 1964, while the percentage for business reasons dropped from 10 per cent to 2 per cent and visiting friends or relatives from 12 per cent to 9 per cent.

STATEMENT 44. Purpose of Trip reported by Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1965

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	10.1	0.3	5.5	67.6	16.5
Second quarter	11.9	0.1	4.8	66.1	17.1
Third quarter	10.2	1.4	1.7	56.4	30.3
Fourth quarter	17.7	0.6	0.6	59.9	21.2
Year	11.9	0.5	3.8	63.7	20.1

¹ Including Hawaii.

The percentage of Canadians going to Mexico for recreation increased in 1965 from 72 to 79 per cent and the percentage visiting friends or relatives dropped from 12 per cent to 9 per cent. Of those going to all other countries, including Australia, New Zealand, Central and South America and Japan, 20 per cent went for business, 56 per cent for recreation and 22 per cent for visiting. In 1964, 18 per cent went for business, 49 per cent for recreation and 26 per cent for visiting friends or relatives.

An analysis of Statement 44 shows that the highest percentage of those going for recreation occurred during the first quarter, 68 per cent, and the lowest, 56 per cent, in the third quarter. The reverse was found for those visiting friends or relatives as this reason was highest in the third quarter, 30 per cent, and lowest in the first, 17 per cent. The highest percentage going for business reasons was in the fourth quarter, 18 per cent, and the lowest, 10 per cent, in the first quarter.

STATEMENT 45. Province of Residence of Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1965

Province of residence	First quarter	Second quarter	Third quarter	Four quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	1.5	1.3	0.5	1.2	1.2
Quebec	27.6	28.3	33.5	26.5	28.5
Ontario	49.4	42.0	42.1	46.1	45.5
Manitoba and Saskatchewan	6.7	7.5	7.0	6.5	7.0
Alberta	6.1	6.0	5.7	3.1	5.7
British Columbia	8.7	14.9	11.2	16.6	12.1
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

Province of Residence

In Statement 46 a breakdown is given by provinces of the percentage that went to the destinations listed. Forty-six per cent of the travellers who returned from overseas via the United States were from Ontario; 28 per cent from Quebec; 13 per cent

from Manitoba, Saskatchewan and Alberta; 12 per cent from British Columbia; and one per cent from the Atlantic Provinces. In 1964 corresponding percentages were: Atlantic Provinces, 3 per cent; Quebec, 25 per cent; Ontario, 48 per cent; Manitoba, Saskatchewan and Alberta combined, 10 per cent; British Columbia, 14 per cent.

STATEMENT 46. Province of Residence of Canadians Returning from Overseas Countries via the United States, by Destination, 1965

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	0.9	17.2	56.9	17.3	7.7	100.0
United Kingdom and other European countries	0.9	12.0	56.0	19.1	12.0	100.0
Other European countries only	0.5	27.6	56.8	9.2	5.9	100.0
Bermuda and Caribbean.....	2.2	44.0	41.2	5.8	6.8	100.0
Hawaii	--	4.5	43.3	31.3	20.9	100.0
Mexico	0.6	21.4	45.3	12.8	19.9	100.0
All other countries.....	1.2	30.8	39.9	14.2	13.9	100.0
Totals	1.2	28.5	45.5	12.7	12.1	100.0

Supplementary Analysis of International Travel

Receipts from foreign visitors travelling in Canada and payments by Canadians travelling abroad are important factors in Canada's international balance of payments. Receipts from foreign spending in Canada are considered as an "invisible" export, while payments by Canadians abroad are considered as an "invisible" import. These flows of money across Canada's border are derived from expenses for such things as food, lodging, local transportation, and miscellaneous items.

In relation to Canada's sources of single export and import commodities, travel receipts ranked third as an export commodity and first as an import commodity in 1965. A value of \$747 million was spent in Canada by foreign visitors. This value was preceded only by the export of newsprint with a value of \$870 million and by the export of wheat with a total of \$840 million. The fourth leading export in 1965 was the sale of woodpulp with a value of \$493 million. Travel payments, considered as a single commodity, amounted to \$768 million and was the largest import in value, followed by the import of motor vehicle parts (except engines) valued at \$683 million.

In Canadian-United States trade, travel receipts were valued at \$660 million and became the second largest export commodity to the United States in 1965. Newsprint ranked first as a single export commodity with a value of \$736 million and woodpulp third with a value of \$371 million. As an import, travel payments in the United States by Canadian tourists involved a total of \$548 million

exceeded only by the import of automobile parts (except engines) which were valued at \$670 million in 1965.

Volume and Expenditures

Statement 47 illustrates the balance of travel between Canada and the United States in figures of volume and expenditures for the year 1965. The balance of United States expenditures in Canada of \$122.5 million relates the importance of the travel industry to Canada's domestic economy. United States travel expenditures stimulate the economic growth within Canada since many businesses (such as hotels, motels, transportation companies, garage operators, trailer parks, resorts, restaurants, etc.) provide services to the American tourist.

In 1965, a total of 67.3 million travellers crossed the border between Canada and the United States. Of this total, 49.2 million travellers entered and left the same day and 18.1 million remained one or more nights abroad. Canadian and American travellers spent an aggregate of \$1.2 billion on travel between Canada and the United States, of which \$129.1 million was spent by short-term travellers and \$1.1 billion by long-term visitors. United States travellers made up 45 per cent of the short-term visitors and 56 per cent of their expenditures, while Canadians comprised 55 per cent of the volume of travellers but only 44 per cent of the expenditures by short-term visitors. Of those travellers remaining one or more nights abroad, United

States travellers, 66 per cent of the volume, accounted for 55 per cent of the total expenditures, while Canadian travellers, with only 34 per cent of the volume, spent 45 per cent of the total dis-

bursments of long-term travellers. Therefore, the average expenditures will vary between the Canadian and American traveller and according to the length of stay abroad.

STATEMENT 47. Number and Expenditures¹ of United States Travellers in Canada and Canadian Travellers in the United States, by Type of Transportation and Length of Stay, 1965

Type of transportation	United States travellers in Canada	Canadians travelling in the United States	Net United States travellers in Canada	United States expenditures in Canada	Canadian expenditures in the United States	Balance of United States expenditures in Canada
	thousands of persons			thousands of dollars		
Short-term (entering and leaving same day):						
Automobile	15,831	21,720	- 5,889	39,895	38,694	+ 1,201
Plane	39	25	+ 14	1,254	1,367	- 113
Bus	126	20	+ 106	843	253	+ 590
Rail	192	8	+ 184	400	85	+ 315
Boat	304	18	+ 286	1,707	64	+ 1,643
Other (pedestrians, local bus, etc.)	5,507	5,400	+ 107	28,610	15,924	+ 12,686
Totals (short-term)	21,999	27,191	- 5,192	72,709	56,387	+ 16,322
Long-term (one or more nights abroad):						
Automobile	10,373	4,860	+ 5,513	399,706	266,188	+ 133,518
Plane	585	611	- 26	90,847	129,788	- 38,941
Bus	505	469	+ 36	54,637	53,326	+ 1,311
Rail	215	209	+ 6	33,242	29,227	+ 4,015
Boat	210	93	+ 117	8,702	2,461	+ 6,241
Totals (long-term)	11,888	6,242	+ 5,646	587,134	480,990	+ 106,144
Grand totals	33,887	33,433	+ 454	659,843	537,377	+ 122,466

¹ Subject to revision—Exclusive of Hawaii.

Average Expenditure

The average expenditure in 1965 per American short-term visitor to Canada was \$3.30 compared to an average of \$2.10 for the Canadian short-term visitor to the United States. Short-term visitors are those travellers entering and leaving on the same day. There was a more pronounced difference for long-term Canadian and American travellers. Long-term American visitors to Canada spent on an average \$49.40, while Canadian long-term visitors expended on an average \$77.10 in the United States.

A comparison, of the number of visits made to Canada by American residents with the population of the United States, reveals that in 1965 approximately one out of every six persons visited Canada. However, Canadian per capita travel to the United States averaged 1.7 trips per person. The amount spent by Canadian travellers in the United States represented \$27.41 per resident of Canada compared to \$24.70 in 1964. The United States visitors to Canada revealed an expenditure of \$3.39 per capita in 1965, an increase from \$3.10 in 1964.

STATEMENT 48. Estimated Tourist Nights¹ of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States by Automobile, Plane, Bus, and Rail, compiled Quarterly, 1965

Period of travel	United States residents in Canada		Canadian residents ² in the United States	
	Persons	Tourist nights	Persons ²	Tourist nights
First quarter	965,900	3,228,700	740,200	8,083,000
Second quarter	2,504,300	8,040,600	1,336,900	14,450,600
Third quarter	6,442,500	27,895,800	2,956,500	17,285,500
Fourth quarter	1,642,900	5,994,800	1,115,900	5,503,300
Year	11,555,600	45,159,900	6,149,500	45,322,400

¹ Figures based on date of re-entry of Canadians returning to Canada and date of exit of Americans returning to the United States.

² Automobile traffic includes extensions but excludes commuter traffic and persons not classified by length of stay.

**STATEMENT 49. Estimated Tourist Nights¹ of United States Residents Travelling in Canada
and Residents of Canada Travelling in the United States,
by Type of Transportation, 1965**

Type of transportation	United States residents in Canada		Canadian residents in the United States	
	Persons	Tourist nights	Persons	Tourist nights
Automobile	10,249,900 ²	36,360,500 ²	4,860,400	30,688,200
Plane	584,900	3,191,000	611,300	6,686,600
Bus	505,400	3,869,900	469,000	5,458,900
Rail	215,400	1,738,500	208,800	2,488,700
Totals	11,555,600	45,159,900	6,149,500	45,322,400

¹ Figures based on date of re-entry of Canadians returning to Canada and date of exit of Americans returning to the United States.

² Includes extensions but excludes commuter traffic and persons not classified by length of stay.

Tourist Nights

The estimated number of tourist nights of United States residents travelling in Canada and Canadian residents visiting the United States are presented quarterly in Statement 48 and by type of transportation in Statement 49. In order to arrive at the estimated number of tourist nights, the number of persons travelling by each mode of transportation was multiplied by the average number of nights each group spent abroad. Therefore, the term "tourist nights" is affected not only by length of stay but also by the numbers staying overnight. In 1965, the number of tourist nights spent by Canadians in the United States amounted to 45,322,400, some 2,036,700 more than in 1964. American tourist

nights in Canada totalled 45,159,900, an increase of 2,582,600 over the figure in 1964. However, during the year, 11,555,600 Americans travelled to Canada on long-term trips, as compared to 6,149,500 Canadians spending one or more nights in the United States. This would indicate that Canadians spent, on the average, more nights in the United States. The length of stay of Canadians varied from 11 tourist nights in the first quarter to a low average of 5 nights in the fourth quarter, while Americans travelling in Canada spent an average of 3 to 4 tourist nights throughout the year. In 1965, the average expenditure per American tourist night in Canada was \$12.70, while Canadian travellers in the United States spent an average of \$10.60 per tourist night.

STATISTICAL TABLES

TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries, 1926-65¹

Net credits + Net debits -

Year	Account with United States			Account with overseas countries			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462 ²	- 87	45	165	- 120	420	627	- 207
1961	435	459 ²	- 24	47	183	- 136	482	642	- 160
1962	512	419 ²	+ 93	50	186	- 136	562	605	- 43
1963	549	388 ²	+ 161	60	197	- 137	609	585	+ 24
1964	590	481 ²	+ 109	72	231	- 159	662	712	- 50
1965 ¹	660	548 ²	+ 112	87	248	- 161	747	796	- 49

¹ Subject to revision.

² Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1956-65¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1956	26	65	191	55	337
1957	31	76	197	59	363
1958	31	75	188	55	349
1959	32	86	212	61	391
1960	36	91	221	72	420
1961	39	103	255	85	482
1962	46	127	297	92	562
1963	51	129	325	104	609
1964	59	140	351	112	662
1965 ¹	63	158	415	111	747
Per cent of year:					
1956	7.7	19.3	56.7	16.3	100.0
1957	8.5	20.9	54.3	16.3	100.0
1958	8.9	21.5	53.9	15.7	100.0
1959	8.2	22.0	54.2	15.6	100.0
1960	8.6	21.7	52.6	17.1	100.0
1961	8.1	21.4	52.9	17.6	100.0
1962	8.2	22.6	52.8	16.4	100.0
1963	8.4	21.2	53.3	17.1	100.0
1964	8.9	21.2	53.0	16.9	100.0
1965 ¹	8.4	21.1	55.6	14.9	100.0
Quarterly payments:					
1956	93	133	169	103	498
1957	100	142	178	105	525
1958	100	140	192	110	542
1959	117	144	215	122	598
1960	119	168	213	127	627
1961	129	168	220	125	642
1962	126	182	197	100	605
1963	114	158	204	109	585
1964	150	187	238	137	712
1965 ¹	157	219	276	144	796
Per cent of year:					
1956	18.7	26.7	33.9	20.7	100.0
1957	19.1	27.0	33.9	20.0	100.0
1958	18.5	25.8	35.4	20.3	100.0
1959	19.6	24.1	35.9	20.4	100.0
1960	19.0	26.8	34.0	20.2	100.0
1961	20.1	26.2	34.2	19.5	100.0
1962	20.8	30.1	32.6	16.5	100.0
1963	19.5	27.0	34.9	18.6	100.0
1964	21.1	26.3	33.4	19.2	100.0
1965 ¹	19.7	27.5	34.7	18.1	100.0
Quarterly balance (Net credits + Net debits -):					
1956	- 67	- 68	+ 22	- 48	- 161
1957	- 69	- 66	+ 19	- 46	- 162
1958	- 69	- 65	- 4	- 55	- 193
1959	- 85	- 58	- 3	- 61	- 207
1960	- 83	- 77	+ 8	- 55	- 207
1961	- 90	- 65	+ 35	- 40	- 160
1962	- 80	- 55	+ 100	- 8	- 43
1963	- 63	- 29	+ 121	- 5	+ 24
1964	- 91	- 47	+ 113	- 25	- 50
1965 ¹	- 94	- 61	+ 139	- 33	- 49

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1965, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		One night	Two or more nights	
Section I. Traffic within Ontario:				
(a) St. Lawrence River ports	Fort Erie and Niagara Falls	3,560	13,859	17,419
	Lake Erie ports	2	11	13
	St. Clair and Detroit River ports	5,570	3,890	9,460
	Sault Ste. Marie	1,197	1,763	2,960
	Western Ontario ports	5	289	294
	St. Lawrence River ports	41,770	108,501	150,271
	All ports in Canada	56,388	144,853	201,241
(b) Fort Erie and Niagara Falls	St. Lawrence River ports	8,412	23,568	31,980
	Lake Erie ports	50	107	157
	St. Clair and Detroit River ports	92,795	23,912	116,707
	Sault Ste. Marie	2,302	5,518	7,820
	Western Ontario ports	10	990	1,000
	Fort Erie and Niagara Falls	633,062	345,449	978,511
	All ports in Canada	738,042	422,623	1,160,665
(c) Lake Erie ports	St. Lawrence River ports	3	11	14
	Fort Erie and Niagara Falls	55	146	201
	St. Clair and Detroit River ports	74	132	206
	Sault Ste. Marie	2	9	11
	Western Ontario ports	—	2	2
	Lake Erie ports	36	484	520
	All ports in Canada	170	801	971
(d) St. Clair and Detroit River ports	St. Lawrence River ports	6,083	5,780	11,863
	Fort Erie and Niagara Falls	100,123	36,229	136,352
	Lake Erie ports	122	95	217
	Sault Ste. Marie	465	7,934	8,399
	Western Ontario ports	10	646	656
	St. Clair and Detroit River ports	640,370	325,465	965,835
	All ports in Canada	748,375	390,163	1,138,538
(e) Sault Ste. Marie	St. Lawrence River ports	1,259	2,131	3,390
	Fort Erie and Niagara Falls	2,650	7,887	10,537
	Lake Erie ports	—	9	9
	St. Clair and Detroit River ports	945	6,774	7,719
	Western Ontario ports	5,322	12,610	17,932
	Sault Ste. Marie	27,181	50,785	77,966
	All ports in Canada	38,454	89,128	127,582
(f) Western Ontario ports	St. Lawrence River ports	13	407	420
	Fort Erie and Niagara Falls	36	1,154	1,190
	Lake Erie ports	—	—	—
	St. Clair and Detroit River ports	32	1,073	1,105
	Sault Ste. Marie	5,123	12,398	17,521
	Western Ontario ports	19,395	70,131	89,526
	All ports in Canada	25,778	93,495	119,273

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1965, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		One night	Two or more nights	
Section II. Traffic from Ontario to other provinces:				
St Lawrence River ports	All ports in Quebec	4, 191	13, 603	17, 794
All ports in Ontario west of Kingston and east of Port Arthur	All ports in Quebec	3, 101	33, 668	36, 769
All ports in Western Ontario	All ports in Manitoba	1, 073	3, 849	4, 922
All ports in Ontario	All ports in Quebec	7, 299	47, 731	55, 030
	All ports in the Atlantic Provinces ...	636	8, 569	9, 205
	All ports in Manitoba	1, 085	5, 117	6, 202
	All ports in Saskatchewan	73	842	915
	All ports in Alberta	54	2, 598	2, 652
	All ports in British Columbia	26	5, 099	5, 125
	All ports in Yukon Territory	—	958	958
	All ports in Ontario	1, 598, 034	1, 070, 150	2, 668, 184
	All ports in Canada	1, 607, 207	1, 141, 064	2, 748, 271
Section III. Traffic from the Atlantic Provinces to other provinces:				
All ports in the Atlantic Provinces	All ports in Quebec	724	5, 893	6, 617
	All ports in Ontario	742	5, 438	6, 180
	All ports in the Atlantic Provinces ...	55, 454	104, 555	160, 009
	All ports in Canada	56, 976	116, 624	173, 600
Section IV. Traffic from Quebec to other provinces:				
All ports in Quebec	All ports in Ontario on the St. Law- rence River	3, 168	9, 907	13, 075
	All ports in Ontario west of Kings- ton and east of Port Arthur	2, 984	22, 210	25, 194
	All ports in Ontario	6, 155	32, 401	38, 556
	All ports in the Atlantic Provinces ...	694	8, 543	9, 237
	All ports in Quebec	119, 403	186, 824	306, 227
	All ports in Canada	126, 252	228, 788	355, 040
Section V. Traffic from Manitoba to other provinces:				
All ports in Manitoba	All ports in Ontario	968	5, 432	6, 400
	All ports in Western Ontario	947	4, 315	5, 262
	All ports in Saskatchewan	198	1, 306	1, 504
	All ports in Alberta	57	1, 774	1, 831
	All ports in British Columbia	31	3, 177	3, 208
	All ports in Yukon Territory	—	962	962
	All ports in Manitoba	14, 853	27, 973	42, 826
	All ports in Canada	16, 108	40, 809	56, 917

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1965, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Concluded

Ports of entry	Ports of exit	Number of permits by length of stay		Total
		One night	Two or more nights	
Section VI. Traffic from Saskatchewan to other provinces:				
All ports in Saskatchewan	All ports in Ontario	45	955	1,000
	All ports in Manitoba	180	1,364	1,544
	All ports in Alberta	122	1,903	2,025
	All ports in British Columbia	63	3,408	3,471
	All ports in Yukon Territory	—	2,613	2,613
	All ports in Saskatchewan	5,300	13,167	18,467
	All ports in Canada	5,711	23,606	29,317
Section VII. Traffic from Alberta to other provinces:				
All ports in Alberta	All ports in Ontario	17	2,980	2,997
	All ports in Manitoba	77	1,907	1,984
	All ports in Saskatchewan	295	1,970	2,265
	All ports in British Columbia	1,284	16,967	18,251
	All ports in Yukon Territory	—	5,777	5,777
	All ports in Alberta	5,740	12,821	18,561
	All ports in Canada	7,413	42,645	50,058
Section VIII. Traffic from British Columbia to other provinces:				
All ports in British Columbia	All ports in Ontario	13	4,281	4,294
	All ports in Manitoba	34	2,449	2,483
	All ports in Saskatchewan	96	2,513	2,609
	All ports in Alberta	973	14,166	15,139
	All ports in Yukon Territory	—	8,626	8,626
	All ports in British Columbia	110,245	206,233	316,478
	All ports in Canada	111,361	239,046	350,407
Section IX. Traffic from Yukon Terri- tory to other provinces:				
All ports in Yukon Territory	All ports in Ontario	—	797	797
	All ports in Manitoba	—	730	730
	All ports in Saskatchewan	—	1,580	1,580
	All ports in Alberta	—	3,911	3,911
	All ports in British Columbia	—	6,564	6,564
	All ports in Yukon Territory	5,919	2,129	8,048
	All ports in Canada	5,919	15,779	21,698
All ports in Canada	All ports in Canada	1,936,947	1,848,361	3,785,308 ²

¹ Exclusive of standing (L) permits and extensions.

² Does not include an additional 29,835 permits not classified by ports of entry and exit.

TABLE 4. Number of Non-resident Motorists Travelling on Customs Permits¹ who Departed from Canada in 1965, classified by Length of Visit

Days stay	Number of permits	Per cent of total permits	Number of car days	Average persons per car	Number of persons	Number of person days
1 ²	4,488,735	54.06	4,488,735	2.72	12,207,994	12,207,994
2	1,937,030	23.33	3,874,060	2.63	5,091,650	10,183,300
3	609,711	7.34	1,829,133	2.74	1,672,838	5,018,514
4	348,611	4.20	1,394,444	2.73	952,844	3,811,376
5	200,696	2.42	1,003,480	2.76	554,401	2,772,005
6	133,618	1.61	801,708	2.81	374,957	2,249,742
7	107,487	1.29	752,409	2.90	311,318	2,179,226
8	112,070	1.35	896,560	3.06	342,550	2,740,400
9	69,563	0.84	626,067	2.95	205,305	1,847,745
10	45,640	0.55	456,400	2.88	131,311	1,313,110
11	32,823	0.40	361,053	2.82	92,555	1,018,105
12	25,490	0.31	305,880	2.79	71,158	853,896
13	21,855	0.26	284,115	2.78	60,852	791,076
14	20,794	0.25	291,116	2.89	60,074	841,036
15	21,918	0.26	328,770	2.98	65,402	981,030
16	13,747	0.17	219,952	2.81	38,611	617,776
17	9,464	0.11	160,888	2.71	25,662	436,254
18	6,961	0.08	125,298	2.63	18,280	329,040
19	5,383	0.06	102,277	2.54	13,693	260,167
20	5,006	0.06	100,120	2.55	12,784	255,680
21	4,573	0.06	96,033	2.58	11,818	248,178
22	4,462	0.05	98,164	2.59	11,555	254,210
23	3,628	0.04	83,444	2.50	9,062	208,426
24	2,901	0.04	69,624	2.42	7,008	168,192
25- 29	11,645	0.14	314,064	2.36	27,426	739,679
30- 39	11,671	0.14	389,664	2.33	27,248	909,811
40- 59	7,810	0.09	378,720	2.33	18,222	883,585
60- 89	5,648	0.07	405,361	2.28	12,888	924,972
90-179	4,559	0.05	541,673	2.06	9,409	1,117,883
180 and over	544	0.01	113,948	2.10	1,143	239,413
Not classified ³	29,835	0.36	—	2.51	74,897	—
Totals	8,303,878	100.00	20,893,160	2.71	22,514,915	56,401,821
Average length of stay			2.52			

¹ Exclusive of standing (L) permits and extensions.² Motorists entering and departing on the same day.³ Not classified by length of visit.

TABLE 5. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1965, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	317, 148	343, 975	3, 485, 691	56, 372	28, 405	16, 397	240, 747	4, 488, 735
2	56, 786	127, 427	1, 605, 973	16, 234	5, 962	6, 952	117, 696	1, 937, 030
3	19, 891	79, 960	410, 224	10, 419	4, 361	6, 080	78, 776	609, 711
4	15, 884	54, 181	212, 859	6, 562	3, 217	6, 121	49, 787	348, 611
5	12, 707	30, 944	112, 245	4, 500	2, 519	5, 304	32, 477	200, 696
6	10, 763	19, 304	71, 957	3, 153	2, 009	4, 192	22, 240	133, 618
7	9, 999	13, 196	60, 679	2, 706	1, 633	3, 095	16, 179	107, 487
8	9, 225	10, 560	73, 620	2, 283	1, 365	2, 449	12, 568	112, 070
9	7, 004	6, 998	41, 527	1, 718	1, 023	1, 857	9, 436	69, 563
10	5, 459	4, 963	24, 494	1, 298	777	1, 480	7, 169	45, 640
11	4, 426	3, 625	16, 448	1, 014	605	1, 127	5, 578	32, 823
12	3, 725	2, 542	12, 531	860	541	913	4, 378	25, 490
13	3, 274	2, 050	11, 064	676	430	732	3, 629	21, 855
14	3, 037	1, 686	11, 498	648	342	546	3, 037	20, 794
15	2, 739	1, 488	13, 773	504	353	510	2, 551	21, 918
16	1, 850	1, 103	7, 924	401	211	323	1, 935	13, 747
17	1, 298	891	4, 984	324	172	311	1, 484	9, 464
18	922	631	3, 498	256	165	250	1, 239	6, 961
19	766	498	2, 629	220	144	196	930	5, 383
20	681	464	2, 525	174	111	173	878	5, 006
21	651	402	2, 272	180	89	159	820	4, 573
22	604	425	2, 387	137	105	125	679	4, 462
23	469	321	1, 773	131	97	101	736	3, 628
24	386	315	1, 427	102	66	95	510	2, 901
25 - 29	1, 563	1, 353	5, 725	391	308	358	1, 947	11, 645
30 - 39	1, 588	1, 405	5, 607	370	298	335	2, 068	11, 671
40 - 59	1, 115	872	3, 893	254	238	232	1, 206	7, 810
60 - 89	923	622	2, 746	206	188	181	782	5, 648
90 - 179	1, 010	517	1, 913	206	142	146	625	4, 559
180 and over	57	134	212	10	27	19	85	544
Not classified ³	3, 665	5, 734	12, 191	1, 347	800	667	5, 431	29, 835
Totals	499, 615	718, 586	6, 226, 289	113, 656	56, 703	61, 426	627, 603	8, 303, 878

¹ Exclusive of standing (L) permits and extensions.

² Automobiles entering and departing on the same day.

³ Not classified by length of visit.

TABLE 6. Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1965, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	63.48	47.87	55.98	49.60	50.10	26.69	38.36	54.06
2	11.37	17.73	25.79	14.28	10.52	11.32	18.75	23.33
3	3.98	11.13	6.59	9.17	7.69	9.90	12.55	7.34
4	3.18	7.54	3.42	5.77	5.67	9.96	7.93	4.20
5	2.54	4.31	1.80	3.96	4.44	8.63	5.17	2.42
6	2.15	2.69	1.16	2.77	3.54	6.82	3.54	1.61
7	2.00	1.84	0.97	2.38	2.88	5.04	2.58	1.29
8	1.85	1.47	1.18	2.01	2.41	3.99	2.00	1.35
9	1.40	0.97	0.67	1.51	1.80	3.02	1.50	0.84
10	1.09	0.69	0.39	1.14	1.37	2.41	1.14	0.55
11	0.89	0.50	0.26	0.89	1.07	1.83	0.89	0.40
12	0.75	0.35	0.20	0.76	0.95	1.49	0.70	0.31
13	0.66	0.28	0.18	0.60	0.76	1.20	0.58	0.26
14	0.61	0.23	0.19	0.57	0.60	0.89	0.48	0.25
15	0.55	0.21	0.22	0.44	0.62	0.83	0.41	0.26
16	0.37	0.15	0.13	0.35	0.37	0.53	0.31	0.17
17	0.26	0.12	0.08	0.29	0.30	0.51	0.24	0.11
18	0.18	0.09	0.06	0.23	0.29	0.41	0.20	0.08
19	0.15	0.07	0.04	0.19	0.25	0.32	0.15	0.06
20	0.14	0.06	0.04	0.15	0.20	0.28	0.14	0.06
21	0.13	0.06	0.04	0.16	0.16	0.26	0.13	0.06
22	0.12	0.06	0.04	0.12	0.19	0.20	0.11	0.05
23	0.09	0.05	0.03	0.12	0.17	0.16	0.12	0.04
24	0.08	0.04	0.02	0.09	0.12	0.15	0.08	0.04
25 - 29	0.31	0.19	0.09	0.34	0.54	0.58	0.31	0.14
30 - 39	0.32	0.20	0.09	0.33	0.53	0.55	0.33	0.14
40 - 59	0.22	0.12	0.06	0.22	0.42	0.38	0.19	0.09
60 - 89	0.19	0.09	0.04	0.18	0.33	0.29	0.13	0.07
90 - 179	0.20	0.07	0.03	0.18	0.25	0.24	0.10	0.05
180 and over	0.01	0.02	0.01	0.01	0.05	0.03	0.01	0.01
Not classified ³	0.73	0.80	0.20	1.19	1.41	1.09	0.87	0.36
Totals	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

¹ Exclusive of standing (L) permits and extensions.² Automobiles entering and departing on the same day.³ Not classified by length of visit.

TABLE 7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1965, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	862,962	916,329	9,468,694	160,737	77,413	53,701	668,158	12,207,994
2	145,542	333,801	4,211,904	47,125	17,343	21,934	314,001	5,091,650
3	56,072	222,950	1,118,773	30,617	13,149	18,623	212,654	1,672,838
4	45,774	150,213	573,589	19,452	9,766	18,279	135,771	952,844
5	36,290	84,795	306,622	13,325	7,524	16,035	89,810	554,401
6	30,880	52,836	199,975	9,251	6,075	12,962	62,978	374,957
7	28,807	36,121	176,920	8,265	4,980	9,501	46,724	311,318
8	27,078	29,425	230,647	7,098	4,138	7,502	36,662	342,550
9	20,507	19,474	124,122	5,276	3,103	5,614	27,209	205,305
10	16,374	13,675	70,389	3,827	2,339	4,498	20,209	131,311
11	12,982	9,777	45,916	2,972	1,769	3,470	15,669	92,555
12	11,171	6,589	34,461	2,491	1,546	2,853	12,047	71,158
13	9,804	5,442	30,339	1,957	1,221	2,181	9,908	60,852
14	9,292	4,434	33,435	1,913	983	1,609	8,408	60,074
15	8,393	3,976	42,139	1,434	974	1,536	6,950	65,402
16	5,574	2,834	22,303	1,166	599	930	5,205	38,611
17	3,710	2,311	13,432	916	494	881	3,918	25,662
18	2,609	1,528	8,947	722	483	701	3,290	18,280
19	2,155	1,186	6,462	599	375	516	2,400	13,693
20	1,878	1,065	6,380	454	302	477	2,228	12,784
21	1,829	954	5,773	488	250	446	2,078	11,818
22	1,645	1,030	6,256	400	273	303	1,648	11,555
23	1,253	767	4,419	341	236	275	1,771	9,062
24	970	722	3,477	231	149	232	1,227	7,008
25- 29	3,889	3,059	13,314	973	670	886	4,635	27,426
30- 39	3,924	3,189	13,045	924	666	819	4,681	27,248
40- 59	2,727	1,954	9,203	556	541	556	2,685	18,222
60- 89	2,135	1,329	6,384	491	424	398	1,727	12,888
90- 179	1,980	1,055	3,977	434	332	324	1,307	9,409
180 and over	110	293	436	24	66	32	182	1,143
Not classified ³	9,256	14,733	29,846	3,472	2,069	1,790	13,731	74,897
Totals	1,367,572	1,927,846	16,821,579	327,931	160,252	189,864	1,719,871	22,514,915

¹ Exclusive of standing (L) permits and extensions.

² Persons entering and departing on the same day.

³ Not classified by length of visit.

TABLE 8. Number of Non-resident Automobiles which Entered Canada on Customs Permits Through Provinces Indicated and which Departed in the Year 1965, after Remaining One or More Nights, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ¹	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	11	285	492	2,103	100	80	134	229	74	3,508
Alaska	1	79	76	353	258	564	868	5,739	10,668	18,606
Arizona	9	97	232	2,099	164	113	743	1,592	212	5,261
Arkansas	6	100	117	1,063	105	69	135	157	70	1,822
California	89	1,250	2,877	21,273	2,135	1,388	7,551	55,407	2,284	94,254
Colorado	21	136	322	2,837	402	512	1,683	1,734	263	7,910
Connecticut	993	13,584	25,964	20,765	82	58	195	384	45	62,070
Delaware	52	386	835	2,944	15	21	56	102	28	4,439
Dist. of Columbia	62	207	622	1,687	48	27	65	141	24	2,883
Florida	159	2,066	3,973	19,522	380	330	750	1,183	328	28,691
Georgia	52	428	662	3,089	97	88	206	318	78	5,018
Hawaii	2	23	69	319	7	12	54	257	11	754
Idaho	5	56	85	744	127	107	1,276	6,704	265	9,369
Illinois	135	1,292	3,010	79,458	2,848	1,080	1,935	1,826	313	91,897
Indiana	92	866	1,074	39,277	645	380	640	856	193	44,023
Iowa	19	226	494	17,697	1,833	916	852	760	165	22,962
Kansas	17	172	369	4,520	1,059	518	694	741	147	8,237
Kentucky	16	206	359	5,422	98	76	130	236	62	6,605
Louisiana	13	245	343	2,362	142	96	293	397	111	4,002
Maine	665	61,649	20,879	3,950	39	14	35	93	29	87,353
Maryland	295	1,615	3,813	14,163	140	74	189	329	85	20,703
Massachusetts	3,526	34,203	49,354	36,749	135	98	305	459	74	124,903
Michigan	142	2,033	4,204	1,058,858	1,685	813	1,411	1,826	535	1,071,507
Minnesota	22	397	858	55,797	15,654	2,721	1,945	1,719	384	79,497
Mississippi	8	184	310	1,570	69	49	95	281	20	2,586
Missouri	27	199	447	8,665	845	334	543	601	171	11,832
Montana	5	57	102	762	399	5,426	11,363	4,432	227	22,773
Nebraska	19	115	214	3,236	1,250	619	608	598	91	6,750
Nevada	—	53	121	748	40	59	275	1,230	87	2,613
New Hampshire	385	4,391	25,209	4,692	32	27	43	111	44	34,934
New Jersey	1,130	6,769	23,486	51,175	327	195	585	800	134	84,601
New Mexico	4	71	197	779	105	87	340	453	106	2,142
New York	2,135	12,361	99,078	855,705	484	228	1,004	1,571	257	972,823
North Carolina	73	507	997	3,957	74	58	116	241	85	6,108
North Dakota	3	62	126	3,198	18,269	7,527	401	435	72	30,093
Ohio	320	2,608	4,445	202,252	823	438	1,063	1,392	335	213,676
Oklahoma	12	93	226	2,629	303	371	542	504	135	4,815
Oregon	6	230	240	1,813	262	264	1,243	35,938	744	40,740
Pennsylvania	800	5,471	11,918	125,612	397	276	733	1,064	271	146,542
Rhode Island	252	2,353	8,155	5,642	27	19	52	129	28	16,657
South Carolina	19	192	370	1,380	70	46	69	103	53	2,302
South Dakota	2	38	84	1,581	1,279	734	440	368	78	4,604
Tennessee	33	227	429	3,482	126	96	184	299	88	4,964
Texas	35	590	856	7,470	730	496	2,008	1,974	503	14,662
Utah	2	30	86	1,041	113	105	2,069	1,548	128	5,122
Vermont	99	1,047	51,516	3,152	16	22	32	73	17	55,974
Virginia	185	1,299	2,742	10,412	198	100	241	486	99	15,762
Washington	2	455	705	3,317	571	499	2,194	210,675	1,118	219,536
West Virginia	23	141	242	5,060	26	35	52	231	22	5,832
Wisconsin	26	348	1,089	40,730	1,721	835	981	1,040	240	47,010
Wyoming	1	17	46	438	117	195	592	401	76	1,883
Totals U.S.	12,010	161,509	354,519	2,747,549	56,871	29,295	50,013	350,167	21,677	3,783,610
Not classified ² ...	352	3,313	5,734	12,191	1,347	800	667	5,309	122	29,835
Other countries ³ ...	24	57	521	722	46	22	45	240	21	1,698
Grand totals⁴	12,386	164,879	360,774	2,760,462	58,264	30,117	50,725	355,716	21,820	3,815,143

¹ Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

² Not classified by state or country of registration.

³ Other countries comprise: Argentina 2, Austria 3, Australia 6, Bahamas 52, Belgium 46, Bermuda 13, Bolivia 2, Brazil 5, British Honduras 4, Chile 2, China 3, Colombia 6, Costa Rica 4, Cuba 2, Denmark 17, England 309, Ethiopia 1, Finland 1, France 131, Germany 549, Gibraltar 3, Greece 8, Guam 14, Guatemala 3, Haiti 1, Honduras 1, Hong Kong 1, Iceland 4, India 4, Iran 1, Ireland 5, Italy 32, Japan 20, Java 1, Libya 1, Mexico 130, Morocco 2, Netherlands 56, Netherlands Antilles 18, New Zealand 8, Nicaragua 2, Northern Ireland 2, Norway 9, Panama Canal Zone 58, Philippine Islands 10, Peru 1, Puerto Rico 17, St. Pierre and Miquelon 6, Scotland 3, Republic of South Africa 4, Saudi Arabia 1, Spain 26, Sweden 21, Switzerland 46, Turkey 3, Uruguay 4, Venezuela 2, Virgin Islands 5, Wales 2, West Indies 4, Yugoslavia 1.

⁴ Do not include 26,352 standing (L) permits and 8,446 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1965, after Remaining Two or More Nights, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama.....	11	127	298	1,041	81	69	129	168	68	1,992
Alaska.....	1	71	64	264	251	559	862	4,906	8,063	15,041
Arizona.....	9	78	143	1,080	146	107	678	1,272	150	3,663
Arkansas.....	5	57	81	467	85	85	138	113	60	1,091
California.....	89	1,020	2,165	10,533	1,863	1,334	6,948	46,566	1,491	72,009
Colorado.....	20	86	246	1,284	322	425	1,550	1,386	183	5,502
Connecticut.....	973	9,490	20,425	10,523	70	54	184	320	26	42,065
Delaware.....	49	324	693	1,550	10	20	55	86	16	2,803
Dist. of Columbia	61	174	534	1,093	35	21	54	88	13	2,073
Florida.....	155	1,662	3,211	11,925	342	321	716	980	243	19,555
Georgia.....	47	263	521	1,615	79	83	188	212	59	3,067
Hawaii.....	2	10	43	131	6	12	49	215	8	476
Idaho.....	4	42	70	376	107	89	1,050	4,902	197	6,837
Illinois.....	135	1,045	2,560	50,282	2,527	1,043	1,765	1,491	205	61,053
Indiana.....	89	596	836	23,595	580	362	569	634	121	27,382
Iowa.....	19	193	334	11,903	1,573	859	744	639	101	16,365
Kansas.....	16	110	279	2,373	851	445	593	539	97	5,303
Kentucky.....	16	129	251	3,095	87	76	124	190	52	4,020
Louisiana.....	11	137	259	1,158	113	89	275	264	99	2,405
Maine.....	637	22,785	13,558	1,894	36	14	33	84	19	39,060
Maryland.....	286	1,347	3,210	8,711	114	70	174	288	58	14,258
Massachusetts.....	3,487	30,347	38,560	17,243	113	90	285	400	46	90,571
Michigan.....	139	1,576	3,033	342,954	1,555	787	1,342	1,542	360	353,288
Minnesota.....	22	241	604	34,592	10,591	2,568	1,770	1,407	270	52,065
Mississippi.....	8	124	252	858	47	45	84	176	15	1,609
Missouri.....	25	165	348	4,898	708	311	488	484	114	7,541
Montana.....	5	43	72	356	298	3,609	7,564	3,115	166	15,228
Nebraska.....	19	86	157	2,055	1,044	584	527	457	63	4,992
Nevada.....	—	44	95	476	37	57	249	909	66	1,933
New Hampshire....	382	3,675	16,252	1,953	30	26	43	87	28	22,476
New Jersey.....	1,113	5,777	18,913	30,391	271	190	553	639	88	57,935
New Mexico.....	4	45	145	372	75	76	306	368	78	1,469
New York.....	2,118	10,476	61,118	298,518	417	215	963	1,325	169	375,319
North Carolina....	69	344	757	2,112	58	56	103	160	70	3,729
North Dakota.....	3	40	100	2,037	10,571	4,686	343	340	48	18,168
Ohio.....	315	2,129	3,247	125,584	742	429	990	1,142	231	134,809
Oklahoma.....	12	79	161	1,358	255	308	481	364	109	3,127
Oregon.....	6	168	180	887	227	222	1,107	28,549	494	31,840
Pennsylvania.....	783	4,309	9,518	79,896	352	257	688	879	187	96,869
Rhode Island.....	249	1,983	6,558	2,521	21	17	48	112	18	11,527
South Carolina....	19	122	303	736	53	42	62	79	48	1,464
South Dakota.....	2	28	57	855	1,038	662	392	248	60	3,342
Tennessee.....	32	161	297	1,755	93	85	162	203	74	2,862
Texas.....	33	350	589	3,246	574	442	1,808	1,503	389	8,934
Utah.....	2	18	130	383	90	95	1,807	1,162	96	3,783
Vermont.....	96	849	13,373	1,521	12	22	29	51	12	15,965
Virginia.....	184	1,026	2,167	5,982	162	94	224	360	64	10,263
Washington.....	2	396	561	1,761	494	458	1,844	126,118	786	132,420
West Virginia.....	23	107	172	3,380	23	34	50	161	16	3,966
Wisconsin.....	25	276	857	26,615	1,458	802	880	816	180	31,909
Wyoming.....	1	12	31	222	78	177	517	312	54	1,404
Totals U.S.	11,813	104,742	228,388	1,140,410	40,765	23,583	42,587	238,811	15,728	1,846,827
Not classified ³	352	3,313	5,734	12,191	1,347	800	667	5,309	122	29,835
Other countries ⁴ ..	22	47	399	654	43	21	44	210	11	1,451
Grand totals	12,187	108,102	234,521	1,153,255	42,155	24,404	43,298	244,330	15,861	1,878,113

¹ Exclusive of standing (L) permits and extensions.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Not classified by state or country of registration.

⁴ Other countries comprise: Argentina 2, Austria 3, Australia 6, Bahamas 52, Belgium 35, Bermuda 10, Bolivia 1, Brazil 3, British Honduras 4, Chile 2, China 2, Columbia 4, Costa Rica 3, Cuba 2, Denmark 15, England 265, Finland 1, France 119, Germany 456, Gibraltar 3, Greece 8, Guam 13, Guatemala 3, Honduras 1, Hong Kong 1, Iceland 3, India 4, Iran 1, Ireland 5, Italy 22, Japan 17, Libya 1, Mexico 125, Morocco 2, Netherlands 50, Netherlands Antilles 15, New Zealand 7, Nicaragua 2, Northern Ireland 2, Norway 7, Panama Canal Zone 42, Philippine Islands 9, Peru 1, Puerto Rico 17, St. Pierre and Miquelon 5, Scotland 3, Republic of South Africa 4, Spain 22, Sweden 19, Switzerland 37, Turkey 2, Venezuela 2, Virgin Islands 4, Wales 2, West Indies 4, Yugoslavia 1.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1961-65**

Classified by Selected U.S. Federal States of Registration

State	1961	1962	1963	1964	1965
North Eastern	1, 239, 689	1, 295, 279	1, 350, 447	1, 446, 995	1, 585, 857
Connecticut	46, 555	52, 242	54, 198	57, 681	62, 070
Maine	75, 177	76, 334	78, 589	83, 410	87, 353
Massachusetts	105, 218	110, 918	114, 377	117, 378	124, 903
New Hampshire	29, 693	30, 293	29, 904	32, 590	34, 934
New Jersey	66, 463	70, 670	78, 272	78, 014	84, 601
New York	739, 441	759, 057	790, 110	866, 233	972, 823
Pennsylvania	112, 612	129, 731	136, 383	139, 682	146, 542
Rhode Island	13, 810	14, 952	15, 360	15, 675	16, 657
Vermont	50, 720	51, 082	53, 254	56, 332	55, 974
Per cent of total	43. 3	42. 4	41. 8	41. 0	41. 9
Great Lakes	1, 071, 587	1, 138, 388	1, 243, 376	1, 383, 615	1, 468, 113
Illinois	67, 284	76, 427	80, 507	93, 616	91, 897
Indiana	29, 783	34, 575	38, 152	42, 740	44, 023
Michigan	785, 532	811, 458	888, 968	999, 175	1, 071, 507
Ohio	151, 794	174, 196	192, 123	201, 445	213, 676
Wisconsin	37, 194	41, 732	43, 626	46, 639	47, 010
Per cent of total	37. 4	37. 2	38. 4	39. 2	38. 8
North Western	109, 100	111, 585	123, 303	128, 867	132, 363
Minnesota	65, 211	67, 650	72, 834	77, 474	79, 497
Montana	18, 182	19, 209	21, 464	21, 283	22, 773
North Dakota	25, 707	24, 726	29, 005	30, 110	30, 093
Per cent of total	3. 8	3. 7	3. 8	3. 6	3. 5
West Coast	261, 790	299, 305	300, 645	331, 073	354, 530
California	69, 184	111, 354	78, 433	91, 239	94, 254
Oregon	28, 509	28, 426	32, 145	35, 742	40, 740
Washington	164, 097	159, 525	190, 067	204, 092	219, 536
Per cent of total	9. 1	9. 8	9. 3	9. 4	9. 4
Other (Remaining states and foreign countries)	182, 253	211, 558	216, 222	238, 359	244, 445
Per cent of total	6. 4	6. 9	6. 7	6. 8	6. 4
Totals	2, 864, 419	3, 056, 115	3, 233, 993	3, 528, 909	3, 785, 308
Not classified ²	28, 272	24, 120	25, 921	30, 054	29, 835

¹ Includes all entries of automobiles spending one or more nights in Canada — excludes vehicles entering and departing on the same day, extensions, and all trips on standing (L) permits.

² Not classified by state or country of registration — excluded from totals.

TABLE 11. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail, 1961-65

Classified by Selected U.S. Federal States of Origin²

State	1961	1962 ³	1963 ³	1964 ³	1965
North Eastern	432,000	479,000	508,000	516,000	661,000
Connecticut	31,000	35,000	32,000	27,000	44,000
Massachusetts	67,000	56,000	46,000	66,000	93,000
New Jersey	54,000	64,000	70,000	65,000	83,000
New York	208,000	248,000	261,000	282,000	325,000
Pennsylvania	54,000	58,000	79,000	52,000	91,000
Other North Eastern ⁴	18,000	18,000	20,000	24,000	25,000
Per cent of total	39.9	42.6	43.8	40.6	47.4
Great Lakes	258,000	278,000	303,000	335,000	298,000
Illinois	90,000	83,000	96,000	83,000	87,000
Indiana	23,000	18,000	13,000	14,000	18,000
Michigan	60,000	78,000	85,000	121,000	88,000
Ohio	66,000	79,000	90,000	92,000	79,000
Wisconsin	19,000	20,000	19,000	25,000	26,000
Per cent of total	23.8	24.7	26.1	26.3	21.4
North Western	54,000	39,000	54,000	41,000	47,000
Minnesota	33,000	30,000	43,000	30,000	37,000
Other North Western ⁴	21,000	9,000	11,000	11,000	10,000
Per cent of total	4.9	3.5	4.7	3.2	3.4
West Coast	168,000	155,000	139,000	194,000	205,000
California	65,000	87,000	71,000	100,000	103,000
Oregon	17,000	15,000	13,000	20,000	20,000
Washington	86,000	53,000	55,000	74,000	82,000
Per cent of total	15.5	13.8	12.0	15.3	14.7
Remaining states	172,000	174,000	156,000	186,000	183,000
Colorado	11,000	11,000	8,000	13,000	11,000
Florida	13,000	10,000	13,000	12,000	10,000
Iowa	11,000	9,000	7,000	7,000	7,000
Maryland	13,000	11,000	10,000	12,000	13,000
Missouri	10,000	21,000	15,000	15,000	17,000
Texas	23,000	19,000	19,000	21,000	30,000
Other remaining ⁴	91,000	93,000	84,000	106,000	95,000
Per cent of total	15.9	15.4	13.4	14.6	13.1
Totals	1,084,000	1,125,000	1,160,000	1,272,000	1,394,000

¹ Exclusive of in transit traffic.

² State of origin estimated on the basis of the U.S. Department of Commerce survey.

³ Revised.

⁴ Includes states normally below an estimate of 10,000 entries.

TABLE 12. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail in 1965, classified by Length of Visit

Estimated days stay	Plane		Bus		Rail	
	Number of persons	Per cent of total persons	Number of persons	Per cent of total persons	Number of persons	Per cent of total persons
1 ²	36,034	5.80	35,274	6.52	16,894	7.27
2	112,774	18.16	49,396	9.14	24,005	10.33
3	117,173	18.87	72,544	13.42	32,738	14.09
4	85,587	13.78	75,584	13.98	27,699	11.93
5	68,954	11.11	41,874	7.75	19,064	8.21
6	45,334	7.30	34,018	6.29	16,208	6.98
7	25,923	4.17	41,509	7.68	13,726	5.91
8	22,846	3.68	28,995	5.36	14,633	6.30
9	13,332	2.15	19,002	3.51	8,035	3.46
10	13,156	2.12	32,022	5.92	10,886	4.69
11	10,501	1.69	15,859	2.93	7,194	3.10
12	9,257	1.49	13,443	2.49	3,428	1.48
13	6,999	1.13	10,245	1.89	7,587	3.27
14	6,260	1.01	6,407	1.19	2,319	1.00
15	7,717	1.24	8,993	1.66	3,767	1.62
16	4,981	0.80	5,211	0.96	1,138	0.49
17	2,992	0.48	6,553	1.21	1,672	0.72
18	3,129	0.50	3,971	0.73	1,770	0.76
19	2,083	0.34	3,506	0.65	1,657	0.71
20	2,666	0.43	2,006	0.37	1,609	0.69
21	1,548	0.25	2,199	0.42	1,164	0.50
22	2,607	0.42	2,400	0.44	2,134	0.92
23	715	0.12	2,584	0.48	727	0.31
24	1,600	0.26	1,451	0.27	703	0.30
25- 29	5,401	0.87	5,755	1.06	2,473	1.07
30- 39	4,373	0.70	8,248	1.53	2,738	1.18
40- 59	3,946	0.64	7,605	1.41	3,563	1.53
60- 89	3,045	0.49	3,993	0.74	2,751	1.18
90- 179	—	—	—	—	—	—
180 and over	—	—	—	—	—	—
Totals	620,933	100.00	540,647	100.00	232,282	100.00

¹ Exclusive of in transit traffic.

² Persons entering and departing on the same day.

TABLE 13. Number and Expenditures of Canadian Automobiles Returning to Canada in 1965, classified by Length of Visit

Estimated days stay	Number of cars	Per cent of total cars	Number of car days	Estimated expenditures	Per cent of total expenditures	Average expenditure per car	Average expenditure per car per day
				\$		\$	\$
1 ¹	8,105,838	82.97	8,105,838	38,694,400	12.69	4.80	4.80
2	423,948	4.34	847,896	16,665,700	5.47	39.30	19.70
3	337,243	3.45	1,011,729	25,398,600	8.33	75.30	25.10
4	231,436	2.37	925,744	23,466,500	7.70	101.40	25.30
5	113,020	1.16	565,100	15,447,400	5.07	136.70	27.30
6	66,819	0.68	400,914	10,654,000	3.50	159.40	26.60
7	57,828	0.59	404,796	10,456,300	3.43	180.80	25.80
8	54,367	0.56	434,936	10,926,200	3.58	201.00	25.10
9	37,623	0.38	338,607	8,239,400	2.70	219.00	24.30
10	42,673	0.44	426,730	10,668,800	3.50	250.00	25.00
11	25,455	0.26	280,005	6,857,300	2.25	269.40	24.50
12	21,711	0.22	260,532	6,090,700	2.00	280.50	23.40
13	18,510	0.19	240,630	5,726,700	1.88	309.40	23.80
14	31,041	0.32	434,574	10,297,100	3.38	331.70	23.70
15	27,422	0.28	411,330	9,511,700	3.12	346.90	23.10
16	19,123	0.20	305,968	6,990,600	2.29	365.60	22.80
17	13,770	0.14	234,090	5,562,100	1.82	403.90	23.80
18	12,240	0.12	220,320	4,970,200	1.63	406.10	22.60
19	7,699	0.08	146,281	3,266,600	1.07	424.30	22.33
20	10,655	0.11	213,100	4,950,000	1.62	464.60	23.20
21	16,303	0.17	342,363	7,931,700	2.60	486.50	23.20
22	8,415	0.09	185,130	4,023,100	1.32	478.10	21.70
23	6,616	0.07	152,168	3,416,800	1.12	516.40	22.50
24	5,038	0.05	120,912	2,684,800	0.88	532.90	22.20
25- 29	19,983	0.20	537,343	11,742,300	3.85	587.60	21.90
30- 39	19,905	0.20	649,898	12,770,600	4.19	641.60	19.70
40- 59	12,270	0.13	572,764	8,767,600	2.88	714.60	15.30
60- 89	8,105	0.08	569,944	6,101,500	2.00	752.80	10.70
90-179	11,357	0.12	1,461,419	9,846,000	3.23	867.00	6.70
180 and over	2,927	0.03	606,065	2,757,300	0.90	942.00	4.50
Totals	9,769,340	100.00	21,407,126	304,882,000	100.00	31.20	14.20
Average length of stay per car			2.19				

¹ Automobiles leaving and returning on the same day.

**TABLE 14. Number of and Average Expenditure per Day by Canadian Motorists
Returning to Canada in 1965, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of person days	Average expenditure per person per day
				\$
1 ¹	2.68	21,720,295	21,720,295	1.80
2	2.81	1,191,514	2,383,028	7.00
3	3.08	1,037,949	3,113,847	8.20
4	3.10	718,493	2,873,972	8.20
5	2.94	332,438	1,662,190	9.30
6	2.88	192,368	1,154,208	9.20
7	2.85	164,750	1,153,250	9.10
8	3.08	167,619	1,340,952	8.10
9	2.93	110,126	991,134	8.30
10	2.90	123,843	1,238,430	8.60
11	2.86	72,707	799,777	8.60
12	2.96	64,279	771,348	7.90
13	2.87	53,188	691,444	8.30
14	2.90	89,877	1,258,278	8.20
15	3.08	84,553	1,268,295	7.50
16	3.06	58,537	936,592	7.50
17	2.84	39,142	665,414	8.40
18	2.89	35,426	637,668	7.80
19	2.91	22,414	425,866	7.70
20	2.65	28,257	565,140	8.80
21	2.68	43,656	916,776	8.70
22	2.77	23,338	513,436	7.80
23	2.97	19,629	451,467	7.60
24	2.78	13,993	335,832	8.00
25- 29	2.60	51,881	1,395,080	8.40
30- 39	2.47	49,225	1,607,196	7.90
40- 59	2.13	26,091	1,217,928	7.20
60- 89	2.17	17,622	1,239,179	4.90
90-179	1.98	22,447	2,888,480	3.40
180 and over	1.72	5,035	1,042,547	2.60
Totals	2.72	26,580,692	57,259,049	5.30
Average length of stay per person			2.15	

¹ Motorists leaving and returning on the same day.

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1965, classified by Length of Visit, by Province of Re-entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ¹	1,884,664	1,306,513	3,636,284	159,543	79,041	50,952	988,841	8,105,838
2	43,762	122,466	176,110	14,873	4,319	4,571	57,847	423,948
3	21,577	104,355	119,297	18,916	7,199	6,770	59,129	337,243
4	15,776	85,089	73,474	11,969	4,380	4,070	36,678	231,436
5	8,806	40,977	37,678	6,209	2,193	2,214	14,943	113,020
6	5,863	25,114	22,196	3,025	1,207	1,381	8,033	66,819
7	4,723	19,979	21,454	2,657	1,099	1,368	6,548	57,828
8	4,467	23,005	16,326	1,953	923	1,063	6,630	54,367
9	2,918	14,946	12,023	1,232	551	869	5,084	37,623
10	3,617	12,671	16,591	1,724	474	1,076	6,520	42,673
11	2,231	8,961	8,867	997	370	556	3,473	25,455
12	1,124	6,318	8,734	1,021	434	727	3,353	21,711
13	1,270	5,155	7,024	817	397	527	3,320	18,510
14	2,060	8,066	13,362	881	484	574	5,614	31,041
15	1,667	11,159	9,141	947	453	399	3,656	27,422
16	999	6,881	6,787	767	360	500	2,829	19,123
17	551	4,620	5,665	347	313	319	1,955	13,770
18	744	3,444	5,007	595	187	372	1,891	12,240
19	416	1,913	3,051	453	199	236	1,431	7,699
20	592	2,639	4,714	667	237	360	1,446	10,655
21	656	4,930	7,351	593	258	265	2,250	16,303
22	486	3,823	2,337	439	143	245	942	8,415
23	110	2,207	2,920	134	120	259	866	6,616
24	311	1,420	1,877	233	82	389	726	5,038
25- 29	1,281	5,964	9,122	869	355	318	2,074	19,983
30- 39	982	6,108	9,161	828	518	272	2,036	19,905
40- 59	666	3,947	5,280	580	179	350	1,268	12,270
60- 89	368	2,086	3,750	553	229	290	829	8,105
90-179	967	2,290	5,599	440	412	415	1,234	11,357
180 and over	258	283	1,667	42	102	159	416	2,927
Totals	2,013,912	1,847,329	4,252,849	234,304	107,218	81,866	1,231,862	9,769,340

¹ Automobiles leaving and returning on the same day.

TABLE 16. Number and Expenditures of Canadian Travellers Returning to Canada by Plane in 1965, classified by Length of Visit

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ¹	25,428	4.0	25,428	1,366,700	1.0	53.80	53.80
2	66,183	10.4	132,366	5,802,800	4.4	87.70	43.80
3	88,616	13.9	265,848	9,742,100	7.4	109.90	36.60
4	86,703	13.6	346,812	12,272,200	9.4	141.50	35.40
5	57,982	9.1	289,910	9,888,700	7.5	170.60	34.10
6	36,072	5.7	216,432	6,555,300	5.0	181.70	30.30
7	30,904	4.8	216,328	6,223,800	4.8	201.40	28.80
8	20,761	3.3	166,088	4,139,900	3.2	199.40	24.90
9	12,180	1.9	109,620	2,661,700	2.0	218.50	24.30
10	26,162	4.1	261,620	5,799,000	4.4	221.70	22.20
11	12,190	1.9	134,090	2,814,800	2.1	230.90	21.00
12	14,436	2.3	173,232	3,465,500	2.6	240.10	20.00
13	10,163	1.6	132,119	2,645,000	2.0	260.30	20.00
14	25,291	4.0	354,074	6,684,800	5.1	264.30	18.90
15	14,617	2.3	219,255	3,897,100	3.0	266.60	17.80
16	9,779	1.5	156,464	2,889,400	2.2	295.50	18.50
17	8,279	1.3	140,743	2,600,900	2.0	314.20	18.50
18	6,582	1.0	118,476	2,088,000	1.6	317.20	17.60
19	4,033	0.6	76,627	1,326,800	1.0	329.00	17.30
20	8,162	1.3	163,240	2,760,900	2.1	338.30	16.90
21	12,243	1.9	257,103	4,052,100	3.1	331.00	15.80
22	3,096	0.5	68,112	1,026,400	0.8	331.50	15.10
23	2,661	0.4	61,203	895,400	0.7	336.50	14.60
24	2,702	0.4	64,848	1,051,900	0.8	389.30	16.20
25- 29	10,677	1.7	289,774	4,097,200	3.1	383.70	14.10
30- 39	12,703	2.0	411,450	5,234,100	4.0	412.00	12.70
40- 59	10,074	1.6	468,441	4,651,100	3.5	461.70	9.90
60- 89	7,371	1.2	508,378	4,792,800	3.7	650.20	9.40
90-179	8,992	1.4	1,072,566	7,963,700	6.1	885.60	7.40
180 and over	1,697	0.3	410,776	1,764,600	1.4	1,039.80	4.30
Totals	636,739	100.0	7,311,423	131,154,700	100.0	206.00	17.90

¹ Persons leaving and returning on the same day.

TABLE 17. Number and Expenditures of Canadian Travellers Returning to Canada by Bus¹ in 1965, classified by Length of Visit

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ²	17,484	3.6	17,484	252,900	0.5	14.50	14.50
2	38,897	8.0	77,794	1,373,000	2.6	35.30	17.60
3	86,635	17.8	259,905	3,671,500	6.8	42.40	14.10
4	56,552	11.6	226,208	3,220,700	6.0	57.00	14.20
5	33,751	6.9	168,755	2,630,500	4.9	77.90	15.60
6	22,031	4.5	132,186	1,902,200	3.5	86.30	14.40
7	22,664	4.7	158,648	1,977,300	3.7	87.20	12.50
8	21,211	4.4	169,688	1,775,300	3.3	83.70	10.50
9	15,308	3.2	137,772	1,323,700	2.5	86.50	9.60
10	20,956	4.3	209,560	2,214,900	4.1	105.70	10.60
11	9,849	2.0	108,339	1,106,000	2.1	112.30	10.20
12	12,895	2.6	154,740	1,635,500	3.0	126.80	10.60
13	9,299	1.9	120,887	1,455,500	2.7	156.50	12.00
14	18,806	3.9	263,284	3,085,000	5.8	164.00	11.70
15	13,331	2.7	199,965	2,337,300	4.4	175.30	11.70
16	6,615	1.4	105,840	1,299,200	2.4	196.40	12.30
17	4,225	0.9	71,825	835,200	1.6	197.70	11.60
18	6,008	1.2	108,144	1,205,500	2.2	200.70	11.10
19	3,976	0.8	75,544	855,100	1.6	215.10	11.30
20	3,971	0.8	79,420	860,200	1.6	216.60	10.80
21	8,583	1.8	180,243	1,871,700	3.5	218.10	10.40
22	2,421	0.5	53,262	522,300	1.0	215.80	9.80
23	2,165	0.4	49,795	513,200	1.0	237.10	10.30
24	2,477	0.5	59,448	542,300	1.0	218.90	9.10
25 - 29	9,081	1.9	241,555	2,000,000	3.7	220.20	8.30
30 - 39	12,094	2.5	391,483	2,937,500	5.5	242.90	7.50
40 - 59	9,014	1.9	409,506	2,644,100	4.9	293.30	6.50
60 - 89	7,324	1.5	540,584	2,354,400	4.4	321.50	4.40
90 - 179	7,327	1.5	849,053	3,856,900	7.2	526.40	4.50
180 and over	1,525	0.3	356,011	1,320,400	2.5	865.90	3.70
Totals	486,475	100.0	5,976,928	53,579,300	100.0	110.10	9.00

¹ Exclusive of in transit traffic.² Persons leaving and returning on the same day.

TABLE 18. Number and Expenditures of Canadian Travellers Returning to Canada by Rail¹ in 1965, classified by Length of Visit

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Estimated expenditures	Per cent of total expenditures	Average expenditure per person	Average expenditure per person per day
				\$		\$	\$
1 ²	2,929	1.4	2,929	85,500	0.3	29.20	29.20
2	10,697	5.0	21,394	520,200	1.8	48.60	24.30
3	30,182	14.2	90,546	1,790,100	6.1	59.30	19.80
4	32,453	15.3	129,812	2,540,800	8.7	78.30	19.60
5	17,696	8.4	88,480	1,670,400	5.7	94.40	18.90
6	11,628	5.5	69,768	1,147,500	3.9	98.70	16.40
7	17,113	8.1	119,791	1,694,600	5.8	99.00	14.10
8	9,112	4.3	72,896	1,012,500	3.4	111.10	13.90
9	4,797	2.3	43,173	526,800	1.8	109.80	12.20
10	9,329	4.4	93,290	1,142,000	3.9	122.40	12.20
11	3,634	1.7	39,974	456,300	1.6	125.60	11.40
12	4,702	2.2	56,424	664,500	2.3	141.30	11.80
13	2,538	1.2	32,994	402,600	1.4	158.60	12.20
14	8,558	4.0	119,812	1,532,100	5.2	179.00	12.80
15	4,438	2.1	66,570	747,800	2.5	168.50	11.20
16	3,079	1.4	49,264	642,900	2.2	208.80	13.10
17	2,802	1.3	47,634	576,100	2.0	205.60	12.10
18	3,361	1.6	60,498	711,600	2.4	211.70	11.80
19	1,177	0.6	22,363	256,600	0.9	218.00	11.50
20	2,515	1.2	50,300	687,600	2.3	273.40	13.70
21	4,354	2.1	91,434	1,131,000	3.9	259.80	12.40
22	1,284	0.6	28,248	359,700	1.2	280.10	12.70
23	748	0.4	17,204	203,400	0.7	271.90	11.80
24	1,261	0.6	30,264	361,200	1.2	286.40	11.90
25- 29	4,008	1.9	108,617	1,135,900	3.9	283.40	10.50
30- 39	6,586	3.1	216,087	1,939,500	6.6	294.50	9.00
40- 59	3,723	1.8	172,896	1,325,300	4.5	356.00	7.70
60- 89	3,160	1.5	213,553	1,487,400	5.1	470.70	7.00
90-179	2,975	1.4	344,773	1,845,300	6.3	620.30	5.40
180 and over	939	0.4	190,495	714,900	2.4	761.30	3.80
Totals	211,778	100.0	2,691,483	29,312,100	100.0	138.40	10.90

¹ Exclusive of in transit traffic.² Persons leaving and returning on the same day.

**TABLE 19. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Province of Entry, 1961 - 65**

Province of entry	1961	1962	1963	1964	1965
Length of stay — One or more nights in Canada					
Atlantic Provinces	158,925	162,791	171,385	185,521	203,076
Quebec	336,251	339,881	337,092	360,363	369,811
Ontario	2,121,440	2,236,169	2,439,526	2,683,576	2,809,470
Manitoba	46,349	48,961	56,047	60,196	63,526
Saskatchewan	23,742	25,311	30,024	30,966	32,418
Alberta	43,815	46,230	51,017	48,550	57,799
British Columbia	280,930	353,631	315,944	349,389	386,836
Yukon Territory	14,481	17,623	20,012	21,359	24,733
Canada	3,025,933	3,230,597	3,421,047	3,739,920	3,947,669¹
Length of stay — Entering and departing on the same day					
Atlantic Provinces	234,073	260,238	280,159	301,795	318,317
Quebec	320,815	324,121	329,126	336,977	345,603
Ontario	2,927,477	3,049,399	3,224,274	3,371,730	3,503,907
Manitoba	52,163	52,210	55,937	56,069	57,237
Saskatchewan	21,347	25,304	29,255	30,079	29,069
Alberta	13,036	14,398	15,106	14,723	16,761
British Columbia	167,066	195,588	189,587	213,879	240,923
Yukon Territory	297	860	1,752	2,090	2,915
Canada	3,736,274	3,922,118	4,125,196	4,327,342	4,514,732²
Repeats and taxis					
Atlantic Provinces	1,186,555	1,156,677	1,031,629	948,306	938,885
Quebec	181,612	172,565	174,874	162,491	150,167
Ontario	884,649	851,087	774,465	841,482	830,153
Manitoba	53,227	52,056	59,274	60,749	64,425
Saskatchewan	14,106	14,590	15,585	17,630	16,236
Alberta	21,993	21,822	24,019	19,942	18,865
British Columbia	58,306	53,790	50,505	54,493	57,390
Yukon Territory	—	189	247	374	432
Canada	2,400,448	2,322,776	2,130,598	2,105,467	2,076,553
Commercial vehicles					
Atlantic Provinces	81,276	79,221	62,831	57,063	58,215
Quebec	112,331	107,437	112,416	108,058	110,054
Ontario	184,943	201,168	214,119	211,896	241,328
Manitoba	27,473	22,649	19,299	16,407	17,750
Saskatchewan	8,146	9,652	10,356	11,514	13,488
Alberta	7,373	8,551	13,908	9,522	10,355
British Columbia	58,244	58,299	62,544	67,014	68,624
Yukon Territory	1,443	2,155	2,127	4,015	3,834
Canada	481,229	489,132	497,600	485,489	523,648

¹ Includes 218 bicycles, 5,854 motorcycles and 143,451 trailers in 1965.

² Includes 79 bicycles, 9,412 motorcycles and 18,691 trailers in 1965.

**TABLE 20. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1961 - 65**

Month	1961	1962	1963	1964	1965
Length of stay – One or more nights in Canada					
January	83,795	82,376	86,802	102,195	104,939
February	85,014	86,312	92,739	115,640	112,430
March	108,816	112,876	118,683	131,138	115,267
April	133,707	148,027	159,105	161,315	182,056
May	212,111	223,879	239,757	288,254	308,627
June	345,074	416,673	423,303	454,220	447,466
July	655,675	662,234	706,595	754,154	820,828
August	605,027	705,984	765,973	778,475	815,438
September	349,414	339,474	331,185	404,207	430,303
October	190,995	190,266	216,508	244,465	259,107
November	130,784	137,621	152,863	160,643	186,766
December	125,521	124,875	127,534	145,214	164,442
Totals	3,025,933	3,230,597	3,421,047	3,739,920	3,947,669¹
Length of stay – Entering and departing on the same day					
January	172,003	161,664	164,234	200,242	190,100
February	160,976	154,980	168,784	208,592	181,586
March	195,459	216,295	232,063	239,319	227,001
April	273,019	286,523	307,221	301,626	316,456
May	308,480	336,882	344,233	392,876	417,216
June	369,679	422,162	476,981	452,145	472,037
July	620,524	631,563	658,567	704,388	750,927
August	579,835	631,183	650,599	643,986	689,045
September	364,912	375,739	360,327	400,261	418,637
October	270,149	259,446	305,714	309,068	327,475
November	222,543	234,370	247,785	264,802	270,465
December	198,695	211,311	208,688	210,037	253,787
Totals	3,736,274	3,922,118	4,125,196	4,327,342	4,514,732²

¹ Includes 218 bicycles, 5,854 motorcycles and 143,451 trailers in 1965.

² Includes 79 bicycles, 9,412 motorcycles and 18,691 trailers in 1965.

**TABLE 20. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1961-65 — Concluded**

Month	1961	1962	1963	1964	1965
Repeats and taxis					
January	136,012	128,044	108,837	112,853	109,198
February	121,343	115,202	104,689	106,751	98,404
March	142,556	137,324	114,486	120,787	126,561
April	169,865	172,157	150,578	140,282	152,150
May	200,053	203,097	177,089	184,086	183,701
June	239,206	244,231	218,772	218,807	212,855
July	315,575	299,415	285,371	281,608	274,537
August	315,804	314,263	298,127	285,848	273,665
September	237,791	233,181	207,276	210,063	206,148
October	207,496	188,567	189,127	175,391	168,210
November	166,601	157,486	152,705	147,731	136,139
December	148,146	129,809	123,541	121,260	134,985
Totals	2,400,448	2,322,776	2,130,598	2,105,467	2,076,553
Commercial vehicles					
January	38,083	41,619	43,760	41,200	37,959
February	39,248	40,247	41,867	39,060	37,331
March	43,312	44,173	46,652	39,781	47,955
April	36,204	37,907	42,377	40,518	41,424
May	40,779	41,867	40,171	40,538	43,217
June	41,978	40,383	39,910	43,045	45,937
July	44,075	40,598	41,350	40,193	45,616
August	42,743	42,725	42,084	40,159	44,504
September	37,520	37,240	38,338	40,035	43,686
October	40,731	41,871	43,939	40,546	45,651
November	39,211	41,527	38,775	39,429	45,375
December	37,345	38,975	38,377	40,985	44,993
Totals	481,229	489,132	497,600	485,489	523,648

TABLE 21. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1961-65

Province of entry	1961	1962	1963	1964	1965
Aeroplane					
Atlantic Provinces	22,871	21,786	23,790	25,681	28,855
Quebec	142,178	136,295	149,060	166,428	188,685
Ontario	212,829	214,511	216,505	242,422	272,914
Manitoba	17,412	17,993	17,832	23,263	26,690
Saskatchewan	4,210	4,102	3,112	3,362	3,349
Alberta	9,232	9,254	9,927	15,405	15,462
British Columbia	69,329	71,264	64,097	74,082	84,978
Yukon Territory ¹	7,458	7,303	2,729	2,673	3,242
Canada	485,519	482,508	487,052	553,316	624,175
Bus²					
Atlantic Provinces	8,914	11,793	13,297	12,940	12,807
Quebec	77,096	88,988	85,454	95,614	107,966
Ontario	266,323	273,073	339,045	363,012	430,575
Manitoba	6,752	9,591	9,539	8,742	8,980
Saskatchewan	374	356	232	219	40
Alberta	7,759	9,345	8,901	9,111	5,619
British Columbia	45,915	60,285	52,884	60,087	61,547
Yukon Territory	2,237	2,238	2,805	2,596	3,382
Canada	415,370	455,669	512,157	552,321	630,916
Rail³					
Atlantic Provinces	1,298	1,431	1,454	442	370
Quebec	73,272	76,524	68,695	83,257	76,496
Ontario	96,472	89,671	76,336	84,602	84,288
Manitoba	18,227	27,633	22,669	22,372	22,825
Saskatchewan	3,409	4	4	4	4
Alberta	1,517	4	4	4	4
British Columbia	33,684	35,141	30,598	33,653	30,333
Yukon Territory	12,460	14,174	16,988	16,325	17,970
Canada	240,339	244,574	216,740	240,651	232,282
Boat					
Atlantic Provinces	4,373	4,490	2,311	1,427	1,304
Quebec	6,675	10,609	9,734	13,115	12,783
Ontario	319,857	347,987	376,338	353,183	359,099
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	134,807	333,409	119,588	124,352	140,969
Yukon Territory ¹	1	3	8	9	8
Canada	465,713	696,498	507,979	492,086	514,163

¹ Yukon Territory traffic is practically all in transit to and from Alaska.² Exclusive of local bus traffic between border communities but including in transit traffic.³ After deducting in transit passengers across Southern Ontario.⁴ No direct entries reported.

TABLE 22. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1961 - 65

Month	1961	1962	1963	1964	1965
Aeroplane¹					
January	26,002	28,371	29,789	36,483	34,005
February	21,863	25,613	27,143	29,263	32,225
March	28,301	27,881	29,297	32,917	35,683
April	30,214	33,412	31,829	35,375	40,104
May	40,339	42,976	40,560	49,081	52,924
June	54,701	58,116	55,809	60,865	66,886
July	57,242	56,448	56,024	66,272	78,273
August	66,430	60,000	60,308	65,742	77,089
September	57,892	49,353	48,975	55,725	65,650
October	40,751	40,743	44,311	46,251	57,916
November	30,960	31,471	32,148	37,912	41,743
December	30,824	28,124	30,859	37,430	41,677
Totals	485,519	482,508	487,052	553,316	624,175
Bus²					
January	15,475	13,610	14,708	23,239	17,627
February	18,710	15,986	16,443	19,164	19,533
March	15,789	15,070	18,774	19,730	18,734
April	22,848	26,994	30,148	30,522	35,331
May	36,593	39,723	44,557	53,409	53,259
June	47,360	53,729	60,432	61,469	80,853
July	76,612	83,127	90,374	101,506	132,982
August	72,837	84,550	117,769	102,313	114,054
September	44,138	52,425	50,402	59,178	65,165
October	26,384	29,406	28,824	34,894	36,737
November	20,541	21,529	20,890	24,068	27,699
December	18,083	19,520	18,836	22,829	28,942
Totals	415,370	455,669	512,157	552,321	630,916

See footnotes at end of table.

TABLE 22. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1961-65 — Concluded

Month	1961	1962	1963	1964	1965
Rail (Gross entries)					
January	35,777	38,840	34,562	46,098	30,711
February	33,747	31,018	28,269	22,957	26,107
March	31,631	29,286	26,425	29,470	26,042
April	37,161	34,035	31,443	26,245	29,130
May	40,677	36,592	32,129	33,244	30,614
June	51,058	56,773	45,415	50,150	39,865
July	62,909	72,670	58,354	63,421	53,954
August	63,941	65,828	57,611	62,046	55,963
September	44,723	46,292	35,859	40,346	32,489
October	37,843	32,365	28,586	32,260	26,063
November	29,514	30,002	23,179	25,505	24,164
December	43,212	43,069	42,714	41,064	32,272
Totals	512,193	516,770	444,546	472,806	407,374
Rail (Net entries)³					
January	14,420	13,220	12,351	19,825	14,044
February	14,264	13,200	11,774	11,772	14,473
March	13,226	11,399	10,884	13,708	13,364
April	14,011	13,167	13,065	12,423	14,314
May	19,207	16,474	16,250	17,439	18,635
June	26,777	30,787	25,095	25,818	24,878
July	38,129	45,655	33,904	36,146	35,856
August	33,712	35,859	33,917	33,394	34,906
September	20,371	20,529	17,389	21,348	18,407
October	17,272	13,925	14,715	16,546	14,647
November	11,825	12,015	11,726	12,488	12,230
December	17,125	18,344	15,670	19,744	16,528
Totals	240,339	244,574	216,740	240,651	232,282
Boat					
January	851	277	442	1,140	79
February	1,476	503	267	398	420
March	236	824	411	264	160
April	1,276	1,369	1,270	1,081	1,080
May	19,759	42,624	17,937	22,370	24,650
June	61,040	112,308	76,858	72,692	78,740
July	138,039	194,106	151,973	160,852	170,034
August	149,699	216,968	161,058	155,920	162,902
September	74,481	103,381	70,856	64,249	63,559
October	15,360	21,605	22,810	10,990	10,150
November	2,796	2,053	3,675	1,957	1,864
December	700	480	422	173	525
Totals	465,713	696,498	507,979	492,086	514,163

¹ Including traffic in transit to and from Alaska.² Exclusive of local bus traffic between border communities but including in transit traffic.³ After deducting in transit passengers.

TABLE 23. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Province of Re-entry into Canada, 1961 - 65

Province of re-entry	1961	1962	1963	1964	1965
Length of stay — One or more nights in United States					
Atlantic Provinces	124,692	135,078	113,293	132,386	129,248
Quebec	381,967	349,027	380,749	434,340	540,816
Ontario	545,361	432,570	460,495	516,646	616,565
Manitoba	79,052	69,393	78,765	75,025	74,761
Saskatchewan	29,542	23,242	25,188	27,971	28,177
Alberta	39,212	28,705	30,168	27,694	30,914
British Columbia	266,314	229,889	201,107	210,624	241,857
Yukon Territory	678	952	1,132	1,047	1,164
Canada	1,466,818	1,268,856	1,290,897	1,425,733	1,663,502
Length of stay — Leaving and returning same day					
Atlantic Provinces	1,883,640	1,872,867	1,907,400	1,947,397	2,014,465
Quebec	1,098,335	1,054,946	1,074,882	1,211,561	1,331,193
Ontario	3,038,938	3,057,106	3,338,450	3,600,788	3,711,129
Manitoba	169,244	163,065	170,771	163,144	164,419
Saskatchewan	79,475	72,246	74,606	82,387	79,727
Alberta	59,184	59,933	62,976	53,295	52,022
British Columbia	932,913	862,118	857,138	906,150	1,009,629
Yukon Territory	535	2,374	1,481	1,392	1,435
Canada	7,262,264	7,144,655	7,487,704	7,966,114	8,364,019¹
Commercial vehicles					
Atlantic Provinces	129,650	128,626	125,378	117,705	107,330
Quebec	165,244	169,100	164,439	177,080	176,420
Ontario	256,107	249,635	267,769	316,021	352,021
Manitoba	34,078	26,661	22,786	21,032	22,104
Saskatchewan	7,357	7,168	7,230	7,714	8,637
Alberta	9,653	9,804	8,985	6,049	6,188
British Columbia	48,598	38,819	27,028	25,575	26,782
Yukon Territory	260	731	602	420	516
Canada	650,947	630,544	624,217	671,596	699,998

¹ Includes 24,786 motorcycles, 63,029 bicycles and 170,366 taxis in 1965.

TABLE 24. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1961 - 65

Month	1961	1962	1963	1964	1965
Length of stay — One or more nights in United States					
January	57,648	54,909	47,765	54,101	60,984
February	50,217	48,633	43,530	52,108	54,000
March	64,298	62,537	58,249	84,547	72,753
April	114,360	112,026	94,270	80,501	122,032
May	113,685	103,162	91,506	108,317	122,253
June	116,070	104,009	103,217	108,945	123,116
July	255,003	207,629	217,174	232,369	285,899
August	248,657	209,881	236,599	276,286	331,348
September	157,137	136,452	141,464	152,891	178,175
October	135,650	106,976	124,020	127,475	145,637
November	81,661	62,320	72,200	79,649	85,080
December	72,432	60,322	60,903	68,544	82,225
Totals	1,466,818	1,268,856	1,290,897	1,425,733	1,663,502
Length of stay — Leaving and returning same day					
January	437,343	436,864	447,038	506,925	503,887
February	426,884	417,895	429,537	513,774	477,990
March	514,888	523,123	542,784	605,861	581,914
April	587,447	612,681	620,763	620,228	662,229
May	638,347	625,092	669,729	735,390	738,978
June	696,779	693,298	729,217	743,725	774,346
July	873,768	833,514	848,641	937,277	1,015,274
August	792,309	755,937	808,096	874,625	921,118
September	653,087	657,205	680,618	690,340	760,520
October	617,331	574,909	639,505	659,093	745,536
November	511,640	499,772	535,209	553,103	584,926
December	512,441	514,365	536,567	525,773	597,301
Totals	7,262,264	7,144,655	7,487,704	7,966,114	8,364,019¹
Commercial vehicles					
January	63,709	71,629	62,931	66,408	69,980
February	59,401	64,389	56,326	68,793	61,776
March	51,504	53,617	48,135	51,813	57,949
April	44,649	44,901	44,913	46,500	50,254
May	48,634	50,170	48,183	49,908	51,513
June	52,677	47,701	50,441	55,473	57,558
July	55,663	49,356	52,310	53,727	57,002
August	57,591	51,811	52,001	53,062	57,319
September	52,963	47,309	50,022	55,264	58,314
October	54,854	52,167	55,120	57,242	57,938
November	51,727	47,154	48,685	50,166	57,710
December	57,575	50,340	55,150	63,240	62,685
Totals	650,947	630,544	624,217	671,596	699,998

¹ Includes 24,786 motorcycles, 63,029 bicycles and 170,366 taxis in 1965.

TABLE 25. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1961-65

Province of re-entry	1961	1962	1963	1964	1965
Aeroplane					
Atlantic Provinces	18,013	16,914	17,208	17,532	19,096
Quebec	130,288	142,136	151,354	172,673	195,077
Ontario	239,855	251,614	254,973	281,252	335,428
Manitoba	11,684	13,005	11,965	14,237	18,119
Saskatchewan	1,446	1,584	1,073	1,131	1,369
Alberta	9,081	8,701	8,075	10,350	11,445
British Columbia	47,030	50,696	44,653	46,465	55,772
Yukon Territory	304	428	1,263	657	433
Canada	457,701	485,078	490,564	544,297	636,739
Bus¹					
Atlantic Provinces	9,223	8,597	8,869	10,307	10,228
Quebec	82,655	90,395	93,146	107,567	125,069
Ontario	216,076	191,272	197,902	222,224	241,800
Manitoba	20,920	17,407	18,896	18,511	11,646
Saskatchewan	330	340	151	391	115
Alberta	3,971	3,684	3,991	3,826	3,837
British Columbia	97,412	131,821	77,058	86,258	96,124
Yukon Territory	213	143	195	406	422
Canada	430,800	443,659	400,208	449,490	489,241
Rail					
Atlantic Provinces	1,551	1,534	1,313	774	633
Quebec	91,633	84,481	82,310	90,261	74,812
Ontario	120,274	114,938	98,580	99,092	88,337
Manitoba	15,670	14,656	29,783	34,300	22,876
Saskatchewan	907	—	—	—	—
Alberta	79	—	—	—	—
British Columbia	34,790	34,258	26,817	30,742	28,488
Yukon Territory	1,684	1,056	1,043	1,003	1,283
Canada	266,588	250,923	239,846	256,172	216,429
Boat					
Atlantic Provinces	8,503	8,276	5,870	6,617	5,076
Quebec	4,488	6,401	10,141	11,748	10,658
Ontario	80,780	75,296	86,105	82,978	79,803
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	16,423	24,660	12,343	14,261	14,952
Yukon Territory	38	44	51	45	20
Canada	110,232	114,677	114,510	115,649	110,509

¹ Exclusive of local bus traffic between border communities.

TABLE 26. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1961-65

Month	1961	1962	1963	1964	1965
Aeroplane					
January	38,746	43,887	42,229	49,099	52,224
February	29,804	38,080	37,886	42,143	47,516
March	47,106	52,289	49,153	50,347	59,274
April	48,466	53,644	51,180	51,208	66,709
May	36,550	44,068	41,121	46,948	55,449
June	35,826	36,683	36,178	41,785	46,596
July	33,995	32,424	34,033	39,512	47,386
August	38,975	39,630	41,566	47,620	57,678
September	36,603	38,831	40,645	46,317	54,365
October	41,473	39,446	44,546	51,411	57,444
November	35,208	34,415	37,749	40,275	46,209
December	34,949	31,681	34,278	37,632	45,889
Totals	457,701	485,078	490,564	544,297	636,739
Bus¹					
January	24,305	23,024	21,441	32,084	27,459
February	22,891	21,242	22,215	24,739	23,983
March	25,545	29,599	25,700	35,373	26,735
April	37,553	39,699	35,746	32,570	41,014
May	38,887	43,706	35,701	40,096	45,726
June	51,940	54,407	44,984	56,613	62,824
July	54,385	58,590	47,900	52,922	63,983
August	55,968	56,110	54,877	59,089	67,849
September	40,249	39,820	36,331	35,835	39,571
October	31,976	34,392	32,027	33,877	38,450
November	22,575	21,187	22,310	23,335	25,437
December	24,526	21,883	20,976	22,957	26,210
Totals	430,800	443,659	400,208	449,490	489,241

See footnote at end of table.

TABLE 26. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1961-65 — Concluded

Month	1961	1962	1963	1964	1965
Rail (Net entries)²					
January	25,142	21,877	20,178	26,493	19,195
February	18,413	14,840	14,568	15,061	13,744
March	19,423	16,385	15,845	22,951	15,440
April.....	27,781	25,749	23,663	19,122	21,732
May	17,891	16,751	16,472	17,422	16,259
June	18,006	17,938	15,019	17,080	15,807
July	26,735	24,725	23,012	23,694	22,067
August	30,199	28,047	23,932	27,404	25,465
September	20,324	18,839	17,284	18,760	18,185
October	21,385	18,717	18,086	19,988	15,646
November	14,786	14,877	13,314	12,998	12,678
December	19,157	17,525	19,395	17,620	15,560
Totals	259,242	236,270	220,768	238,593	211,778
Boat					
January	1,091	774	579	1,542	745
February	1,247	1,257	411	1,298	930
March	765	1,261	808	468	935
April.....	1,951	3,369	1,182	2,120	2,575
May	4,627	6,160	3,002	4,779	6,107
June	9,783	12,204	12,252	12,299	13,239
July	29,199	23,247	33,439	38,042	33,458
August	36,103	41,915	40,348	34,216	32,454
September	15,549	16,732	13,050	12,666	12,055
October	4,937	5,485	5,757	4,067	4,372
November	2,404	1,468	2,560	2,294	2,010
December	2,576	805	1,122	1,858	1,629
Totals	110,232	114,677	114,510	115,649	110,509

¹ Exclusive of local bus traffic between border communities.

² After deducting in transit passengers.

Definitions of Automobile Classifications

"Commercial Vehicles" are trucks used for commercial purposes.

Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles, bicycles and trailers.

Automobile traffic is classified according to length of stay. The dates of entry and exit on the travellers' vehicle permits make it possible to determine the length of stay for foreign vehicles. Non-resident vehicles which enter and leave Canada on the same day are shown separately. Vehicles spending one or more nights in Canada constitute another classification. For example, vehicles entering at any time during one day and departing some time the following day have spent one night in Canada.

The length of stay abroad for Canadian vehicles is classified in the same manner. Vehicles which depart and return to Canada on the same day are shown separately. The other classification includes vehicles spending one or more nights in the United States.

Foreign Vehicles Inward

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and must be surrendered at the port of exit on departure.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as "Repeats".

Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay, depending upon whether they leave Canada and return on the same day; spend one or more nights abroad.

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ANNUAL



Canada. Statistics, Bureau of
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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1966



DOMINION BUREAU OF STATISTICS

DOMINION BUREAU OF STATISTICS
Balance of Payments and Financial Flows Division
Travel Statistics Section

TRAVEL BETWEEN CANADA
AND
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1966

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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. No attempt has been made to isolate any group or "tourist traffic". The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore; not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- r revised figures.

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Introductory Review of Travel Between Canada and Other Countries

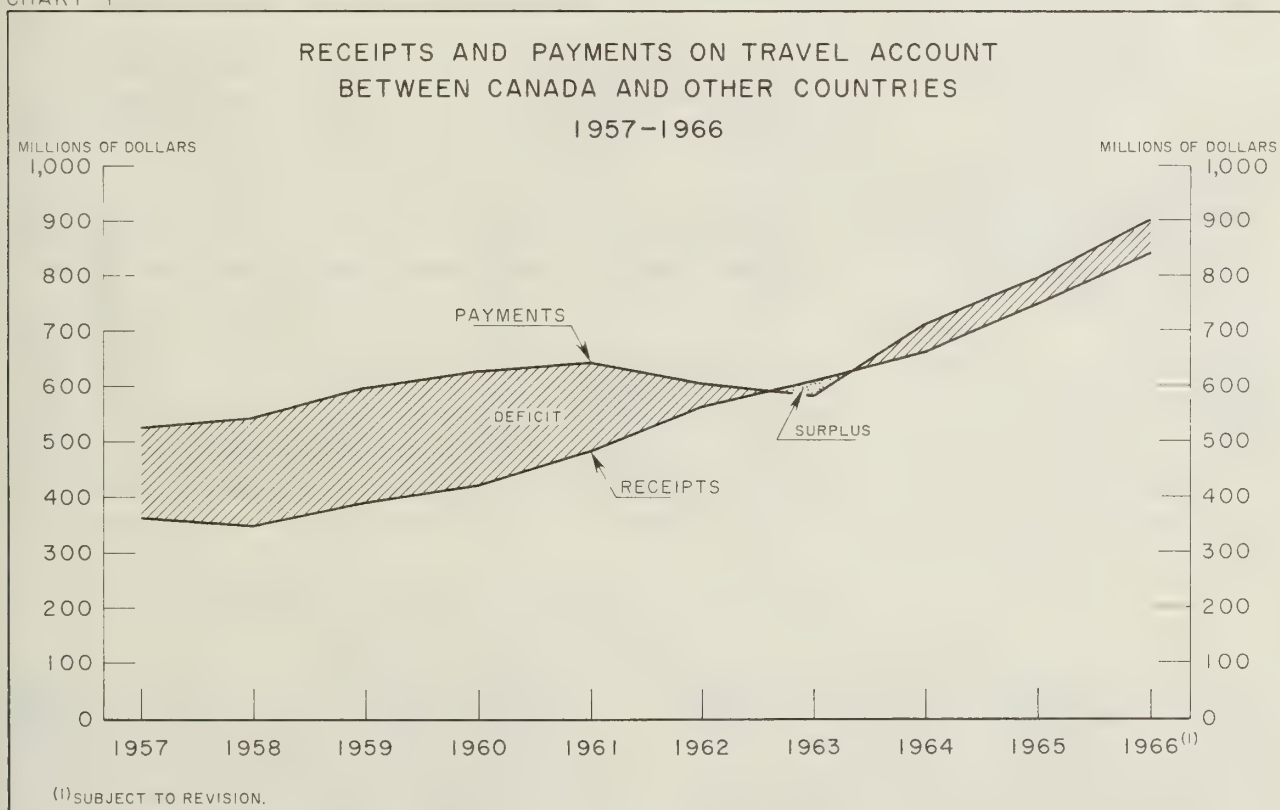
International travel between Canada and other countries in 1966 involved a total of 70.9 million border crossings and an estimated \$1.7 billion in travel expenditures. The influx of visitors from other countries numbered 35,700,000, of which 35,300,000 non-immigrants entered Canada from the United States and 411,000 visitors arrived from overseas countries. The outflow of Canadians on visits to other countries amounted to 35,200,000 in 1966. This figure includes 34,700,000 residents returning from the United States and 503,000 Canadians re-entering from overseas countries.

Expenditures for travel between Canada and other countries set new records as expansion continued in 1966. Receipts from non-immigrant visitors were estimated at \$840 million, while payments by Canadians in other countries totalled \$900 million. Ten years ago, receipts from other countries amounted to \$337 million and Canadian payments were estimated at \$498 million. In 1966, expenditures by travellers entering Canada from the United States accounted for \$730 million, while receipts from overseas visitors amounted to \$110

million. On the other hand, Canadians spent \$628 million in the United States (including Hawaii) and \$272 million in overseas countries.

The gap between receipts and payments widened to \$60 million in 1966, as payments by Canadians for travel in other countries increased by 13.1 per cent and receipts from travellers of other countries advanced by 12.4 per cent as compared to 1965. The largest deficit recorded in past years was the debit balances of \$207 million in both 1959 and 1960. The largest surplus reported was in 1948 when receipts exceeded payments by \$145 million. In 1966, the surplus on account with the United States was maintained but to a lesser degree in contrast to 1965. At the same time, the deficit on account with overseas countries increased in 1966 by \$1 million, overshadowing the record set the previous year. Canada's balance of payments on travel account, therefore, shows receipts estimated at \$840 million and payments at \$900 million, leaving a deficit of \$60 million on account with all countries in 1966.

CHART - I



Note: Preliminary data on receipts and payments for travel between Canada and other countries for 1967 will appear in the monthly publication, Catalogue No. 66-001, December 1967 edition.

United States Travel in Canada

Higher average expenditures by 35 million United States travellers in Canada led to estimated receipts of \$729.9 million in 1966. This marks an increase of 4.2 per cent or 1.4 million visitors from the United States and a gain of 10.6 per cent or \$70.1 million in expenditures over 1965. The higher outlay per person may be attributed to a more substantial increase in the long-term traffic than in the short-term traffic. For purposes of analysis, short-term visitors are those entering and leaving Canada on the same day and long-term visitors are those remaining one or more nights in Canada. In 1966, there were twice as many short-term visitors from the United States as there were long-term visitors. However, the long-term travellers to Canada spent a little over eight times as much as visitors in the short-term category. Compared to 1965, the proportions shifted slightly in favour of the long-term travellers who have a higher average expenditure per person.

In 1966, all quarters contributed to the increase in the volume of United States travellers visiting Canada. Entries in the first quarter advanced by

12.7 per cent or 477,000 to a total of 4,238,000 persons. In the second quarter, an increase of 5.3 per cent or 436,000 travellers was recorded when an aggregate of 8,685,000 United States visitors entered Canada. Some 16,270,000 entries were reported in the third quarter, only 0.2 per cent or 37,000 persons more than 1965. In the last quarter of 1966, a total of 6,132,000 non-residents entered Canada from the United States, an increase of 8.6 per cent or 488,000 entries.

Of the total receipts (\$729.9 million) from United States visitors, \$63.9 million was spent in the first quarter of 1966. This represents an increase of 20.8 per cent or \$11.0 million over the previous year. In the second quarter, an increase of 17.0 per cent or \$22.6 million brought the total receipts to \$155.4 million. The third and fourth quarters also realized gains of 7.2 per cent or \$27.2 million and 9.4 per cent or \$9.3 million, respectively. Receipts in the third quarter amounted to \$402.5 million and in the last quarter to \$108.1 million.

STATEMENT 1. Number and Expenditures of United States Travellers in Canada, 1963 - 66

Type of transportation	Number of persons				Expenditures			
	1963	1964	1965	1966 ¹	1963	1964	1965	1966 ¹
	thousands				millions of dollars			
Automobile:								
One or more nights in Canada	9,014	9,793	10,373	11,039	328.8	362.2	399.7	432.0
Entering and leaving same day	12,379	12,873	12,208	12,434	32.1	35.4	39.9	41.7
Repeat trips on standing (L) permits	3,737	3,705	3,623	3,395	—	—	—	—
Totals	25,130	26,371	26,204	26,868	360.9	397.6	439.6	473.7
Non-automobile:								
Plane	487	553	624	710	68.5	82.9	92.1	104.9
Bus	512	552	631	698	54.4	46.1	55.5	77.1
Rail	445	473	407	344	30.2	30.9	33.6	30.3
Boat	508	492	514	552	10.4	10.3	10.4	11.0
Other	4,783	4,022	5,507	6,153	24.5	22.3	28.6	32.9
Totals	6,735	6,092	7,683	8,457	188.0	192.5	220.2	256.2
Grand totals	31,865	32,463	33,887	35,325	548.9	590.1	659.8	729.9

¹ Subject to revision.

United States Travel in Canada by Types of Transportation

In 1966, United States residents travelling in Canada by **automobile** spent some \$34.1 million more than in 1965. The higher average outlay per person advanced receipts from these travellers to \$473.7 million, a 7.8 per cent rise. This increase was attributable mainly to a gain of \$32.3 million or 8.1 per cent in the expenditures of automobile visitors remaining one or more nights in Canada. United States residents entering and leaving the same day contributed a smaller amount to the increase, \$1.8 million or 4.5 per cent. Therefore, the 26,868,000 United States residents visiting Canada by automobile spent \$473.7 million. Automobile travellers remaining one or more nights in

Canada made up 31 per cent of the total entries or 11,039,000 persons while their expenditures amounted to 59 per cent or \$432 million of the total receipts. Short-term automobile travellers, those entering and leaving the same day, numbered 12,434,000 or 35 per cent of all entries and spent \$41.7 million or 6 per cent. The number of repeat trips decreased in volume by 6.3 per cent or 228,000 to a total of 3,395,000 persons. This reduction in commuter traffic completely offset the increase of 226,000 in the volume of short-term traffic. However, the increase of 666,000 persons in the number of long-term entries resulted in an aggregate advance of 2.5 per cent or 664,000 United States automobile travellers.

**STATEMENT 2. Number of Non-residents Entering Canada from the United States,
compiled Quarterly, 1966**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
One or more nights in Canada	963	2,340	6,179	1,557	11,039
Entering and leaving same day	1,707	3,203	5,294	2,230	12,434
Repeat trips on standing (L) permits	588	862	1,177	768	3,395
Totals	3,258	6,405	12,650	4,555	26,868
Non-automobile:					
Plane	123	185	253	149	710
Bus	73	175	341	109	698
Rail	66	91	134	53	344
Boat	--	116	420	16	552
Other	718	1,713	2,472	1,250	6,153
Totals	980	2,280	3,620	1,577	8,457
Grand totals	4,238	8,685	16,270	6,132	35,325

All non-automobile categories, with the exception of rail, showed increases in both volume and expenditures in 1966. A total of 8,457,000 United States residents entered Canada by non-automobile types of transportation, an increase of 774,000 persons or 10.1 per cent over 1965. Receipts from these visitors in 1966 amounted to \$256.2 million,

which marks an increase of \$36.0 million or 16.3 per cent over the previous year. Non-automobile travellers comprised 24 per cent of the total number of United States visitors to Canada and their expenditures accounted for 35 per cent of the total travel receipts from that country in 1966.

**STATEMENT 3. Expenditures of Non-residents Entering Canada from the United States,
compiled Quarterly, 1966¹**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
One or more nights in Canada	31.5	80.7	254.5	65.3	432.0
Entering and leaving same day	5.0	10.7	18.1	7.9	41.7
Totals	36.5	91.4	272.6	73.2	473.7
Non-automobile:					
Plane	16.4	23.3	48.8	16.4	104.9
Bus	4.2	20.8	44.0	8.1	77.1
Rail	3.4	9.7	13.8	3.4	30.3
Boat	--	1.8	8.7	0.5	11.0
Other ²	3.4	8.4	14.6	6.5	32.9
Totals	27.4	64.0	129.9	34.9	256.2
Grand totals	63.9	155.4	402.5	108.1	729.9

¹ Subject to revision.

² Includes \$6 million paid to Canadian carriers by U.S. residents in transit.

Since 1963, the volume of air traffic has increased each year by about 13 per cent. In 1966, United States residents entering Canada by **plane** numbered 710,000 persons, an increase of 13.8 per cent or 86,000 travellers. Receipts from this group rose accordingly from \$92.1 million to \$104.9 million, a gain of 13.9 per cent over 1965. An increase in the average expenditure per plane visitor in the first quarter was offset by a decrease in the second quarter. The overall average outlay per plane traveller, therefore, remained unchanged at about \$148 in 1966. During the first quarter, 123,000 United States residents entering Canada by plane spent \$16.4 million. In the second quarter, 185,000 plane entries spent \$23.3 million, while during the

months July to September, 253,000 visitors expended \$48.8 million. The fourth quarter recorded 149,000 air entries and expenditures of \$16.4 million.

In 1966, the number of United States residents entering Canada by **bus** rose by 67,000 to a total of 698,000 persons. At the same time, expenditures by these travellers increased by a greater proportion, \$21.6 million to an aggregate of \$77.1 million. Increases in the average outlay per person in the last three quarters of 1966 led to a substantial gain in the average expenditure for the year (\$110 per person), a rise of 25 per cent. Some 73,000 United States bus travellers entered Canada during the first quarter, 175,000 during the second quarter,

341,000 during the third quarter, and 109,000 during the last quarter of 1966. The third quarter displayed the largest volume increase, 29,000 entries. Receipts from United States bus travellers followed a similar pattern, with expenditures of \$4.2 million in the first quarter, \$20.8 million in the second quarter, \$44.0 million in the third quarter, and \$8.1 million in the fourth quarter of the year. The largest increase in receipts was realized in the third quarter, some \$10.3 million more than the same quarter in 1965.

Rail travel decreased in both volume and expenditures in 1966. While the number of United States residents visiting Canada by rail dropped 15.5 per cent to a total of 344,000 entries, expenditures by these travellers fell by 9.8 per cent to a total of \$30.3 million. This indicates a higher average expenditure per rail visitor, an increase from \$83 in 1965 to \$88 in 1966. All quarters contributed to the decline in the volume of rail traffic. Some 66,000 United States residents entered Canada by rail during the first quarter, 91,000 during the second quarter, 134,000 during the third quarter, and 53,000 during the fourth quarter of 1966. The largest decline was recorded in the fourth quarter, some 29,000 visitors less than 1965. The only increase in rail receipts occurred in the

second quarter while the remaining quarters of the year registered decreases. Receipts in the first and fourth quarters each totalled \$3.4 million and in the second and third quarters amounted to \$9.7 and \$13.8 million, respectively.

A total of 552,000 United States residents entered Canada by boat in 1966, an increase of 38,000 persons or 7.4 per cent. Expenditures by boat entries amounted to \$11.0 million, some \$600,000 or 5.8 per cent more than the previous year. The average expenditure for this group remained at \$20 per person. As would be expected, 97 per cent of the boat travellers and 95 per cent of their expenditures were recorded during the months April to September. The heaviest volume during this interval was reported in the third quarter when 420,000 boat visitors from the United States spent \$8.7 million in Canada. This represents an increase of 24,000 or 6.6 per cent in persons and an advance of \$700,000 or 8.8 per cent in expenditures.

A special survey is used to secure information on pleasure craft traffic entering Canada from the United States. Statement 4 shows the number of pleasure craft entering the Atlantic Provinces, Quebec, Ontario, and British Columbia arranged by quarters and length of stay for the year 1966.

STATEMENT 4. Pleasure Craft Entering Canada on Cruising Permits,¹
compiled Quarterly by Length of Stay, 1966

Period of entry	Atlantic Provinces	Quebec	Ontario	British Columbia	Canada
First quarter:					
Entering and leaving same day	10	18	20	1	49
One or more nights in Canada	—	—	5	53	58
Totals	10	18	25	54	107
Second quarter:					
Entering and leaving same day	30	2,646	10,890	89	13,655
One or more nights in Canada	15	60	7,089	1,090	8,254
Totals	45	2,706	17,979	1,179	21,909
Third quarter:					
Entering and leaving same day	26	5,800	27,516	263	33,605
One or more nights in Canada	37	523	19,880	6,799	27,239
Totals	63	6,323	47,396	7,062	60,844
Fourth quarter:					
Entering and leaving same day	4	1,142	1,325	14	2,485
One or more nights in Canada	5	2	606	122	735
Totals	9	1,144	1,931	136	3,220
Year:					
Entering and leaving same day	70	9,606	39,751	367	49,794
One or more nights in Canada	57	585	27,580	8,064	36,286
Grand totals	127	10,191	67,331	8,431	86,080

¹ A cruising permit is issued to each foreign pleasure craft entering Canada on own power.

A total of 86,080 pleasure craft entered Canada on cruising permits in 1966, an increase of 7,838 boats or 10 per cent over the previous year. This amount includes 49,794 pleasure craft entering and leaving the same day and 36,286 remaining in

Canada one or more nights, increases of 2,930 and 4,908 vessels, respectively. The majority of the pleasure craft entered Canada in the third quarter, 60,844 or 71 per cent of the entries, while the second quarter totalled 21,909 or 25 per cent. All

four quarters registered increases, with an advance of 7,166 in the third quarter, 418 in the second, 192 in the fourth, and 62 in the first quarter of 1966. By province of entry, the largest volume of pleasure craft arrivals were in Ontario, 78 per cent or 67,331 craft. Boat entries into Quebec totalled 10,191 or 12 per cent, while the remaining 10 per cent of the arrivals entered through ports in either British Columbia or the Atlantic Provinces. The number of pleasure craft entering the Atlantic Provinces decreased in 1966 by 43 per cent or 96 boats, while craft entering Quebec, Ontario, and British Columbia increased 29.9, 4.9, and 40.1 per cent, respectively. Data on the length of time spent in Canada reveal that 94 per cent of the pleasure craft entering Quebec left the same day, whereas 96 per cent of those entering British Columbia remained one or more nights. The length of stay in the Atlantic Provinces and Ontario was similar, with between 55 and 60 per cent of the pleasure craft entering and leaving the same day and between 40 and 45 per cent returning to the United States after one or more nights.

From the survey on pleasure craft entering Canada during the second and third quarters of 1966, the average length of stay for persons in boats remaining 24 hours or more was 8 days. The average number of persons in these boats was 4, the same as in the previous year, and the average expenditure per person came to \$39.81, an increase of \$6.67 per person. In the short-term, pleasure craft remaining less than 24 hours, the average number of persons per boat was 4 and the average expenditure per person was \$5.47, compared to 4 persons per boat and an expenditure of \$4.01 per person in 1965.

For the second and third quarters of 1966, data have been made available on the purpose of trip and the type of accommodation reported by persons

travelling to Canada on pleasure craft. In some cases, respondents indicated more than one purpose of trip or type of accommodation used. The percentages quoted in the following paragraph combine those indicating only one with the two or more purposes of trip or types of accommodation. Of the total respondents, 81.1 per cent of the boat travellers remained aboard their craft while 10.7 per cent specified camp, tent, cabin, or lodge as the type of accommodation used during their stay in Canada. Furthermore, 5.2 per cent specified accommodation in hotels, motels, or resorts and 3.0 per cent indicated other types of accommodation not already mentioned. The majority of the respondents specified cruising and sightseeing as the main reason for visiting Canada, 53.3 per cent of those staying less than 24 hours and 57.9 per cent of those remaining more than 24 hours. For the long-term group fishing ranked second, as 28.5 per cent reported coming to Canada for this purpose. This trend was similar for all areas visited, except Northwestern Ontario where fishing was the prime purpose of the trip (71 per cent) while cruising and sightseeing was specified by only 19 per cent of the respondents to this area.

The number of United States residents entering Canada by "other" means of transportation reached a record high in 1966 with an increase of 11.7 per cent over 1965. This residual group accounted for 6,153,000 persons or 17 per cent of the total entries from the United States. Due to a low average expenditure for this category, receipts totalled \$32.9 million or only 5 per cent of the total expenditures by United States travellers in 1966. This represents an increase of 15 per cent or \$4.3 million over 1965. The greatest advance in volume and expenditures occurred in the second quarter when the number of entries rose from 1,324,000 to 1,713,000 and expenditures increased from \$6.3 million to \$8.4 million.

Analysis of United States Travel to Canada by State of Origin

Passenger car registrations in the United States numbered 77,959,287 in 1966, an increase of 4.1 per cent over 1965. The number of entries into Canada for one or more nights as a proportion of the automobiles registered came to 5.2 per cent, up from 5.1 per cent in the previous year. The number of automobile entries from the United States, with an increase of 7 per cent in 1966, is gaining at a quicker rate than the car registrations. Consequently, the percentages relating entries to registrations shown in Map 1 are increasing gradually from year to year.

American states close to the border show a higher ratio of auto entries to registrations than states farther removed. In 1966, the percentage recorded for Vermont was the highest, 41.7 per cent as compared to 41.2 per cent in 1965. The ratios for the states of Michigan and Maine both increased, showing 33.4 and 26.6 per cent, respectively. Although most border states registered increases, the percentage for the state of Minnesota declined to 5 per cent and that for Wisconsin remained at

3.1 per cent. The ratios of entries to registrations were 27.7 per cent for Alaska, 18.7 per cent for New York State, 17.6 per cent for Washington, 13.3 per cent for New Hampshire, and 11.9 per cent for North Dakota. The remaining states maintained approximately the same ratios in 1966 as in 1965.

Table 10 presents the number of non-resident automobiles travelling in Canada during 1966 according to state of origin and regional groups. Some 4,050,700 automobiles from the United States entered Canada and remained one or more nights. There are some grounds however, for believing that some "same day" travel may have been recorded as staying overnight. This amount represents about 46 per cent of all non-resident automobiles travelling in Canada. Data in Table 10 show that 41.4 per cent or 1,676,500 of the one or more nights automobiles originated in the North-Eastern States. Within this area, the state of New York accounted for the majority, 1,026,500 entries or 61 per cent, while automobiles from Pennsylvania amounted to 159,900 and from Massachusetts

132,500 vehicles. The second largest region was the Great Lakes States which constituted 39.2 per cent of the total, with 1,586,700 entries in 1966. The state of Michigan represented the majority in this area, some 1,168,600 automobiles or 74 per cent. The three West Coast States accounted for 9.7 per cent of the entries, with 243,400 automobiles originating in Washington State, 102,500 in California, and 45,400 in Oregon. Non-resident automobiles from the North-Western States numbered 135,900 or 3.3 per cent of the total entries for one or more nights.

A more detailed analysis of automobile traffic from the United States is presented in Table 8 for vehicles remaining one or more nights and in Table 9 for those staying two or more nights. A review of the two tables shows that the largest numbers of entries are recorded for the states adjacent to the International Boundary. However, the percentages of the total for these states are greater for the automobiles remaining one or more nights in Canada than those staying two or more nights. For example, Michigan is the state of origin of 28.9 per cent of the automobiles remaining one or more nights but only 19 per cent of those staying two or more nights. Similarly, New York State accounted for 25.4 per cent of the automobiles remaining one night or over and 19.8 per cent of the two or more nights traffic. The percentages for states farther from the border tend to increase as the length of stay becomes greater. Entries from California formed 2.5 per cent of the one night or more automobiles and 4.1 per cent of those staying two or more nights.

The average days stay by state of origin also shows the effect of distance on the length of time United States automobiles remain in Canada. For instance, the average stay per automobile staying one or more nights from the states of Maine, New Hampshire, Vermont, New York, Michigan, North Dakota, and Washington was from 3 to 5 days. On the other hand, automobiles originating in Florida remained in Canada an average of 10 days, while those from Arizona stayed 9 days, from Nevada, California, and New Mexico about 8 days, and from Texas 7 days. An average length of stay of 5 days in Canada was recorded for automobiles from Connecticut, New Jersey, Pennsylvania, Rhode Island, Indiana, Ohio, Wisconsin, and Minnesota. Automobiles originating in Massachusetts, Illinois, Montana, and Oregon stayed an average of 6 days in Canada in 1966.

Table 8 also presents a comparison between the state of origin and the province of entry of United States automobiles visiting Canada during 1966. The data in this table show that the proximity of the province of entry to the state of origin is a significant factor in the travel pattern of automobiles visiting Canada for one or more nights. Of the 1.2 million automobiles from the state of Michigan, 98.8 per cent entered through ports in Ontario. A total of one million vehicles originated in New York State, of which 88.6 per cent entered

in Ontario and 9.5 per cent in Quebec. Non-resident automobiles from the state of Washington constituted the third largest group, accounting for 243,400 entries. Furthermore, 96 per cent of these vehicles were reported entering through ports in British Columbia. Ohio was the state of origin of 227,800 automobiles, of which 94.8 per cent entered in Ontario. Similarly, of the 159,900 entries from the state of Pennsylvania, 86.5 per cent entered Canada through ports in Ontario. The provincial distribution of non-resident automobiles from Massachusetts was 38.6 per cent for Quebec, 30.6 per cent for Ontario, and 27.4 per cent for New Brunswick. Some 62.6 per cent of the automobiles from California entered in British Columbia while 19.5 per cent entered in Ontario.

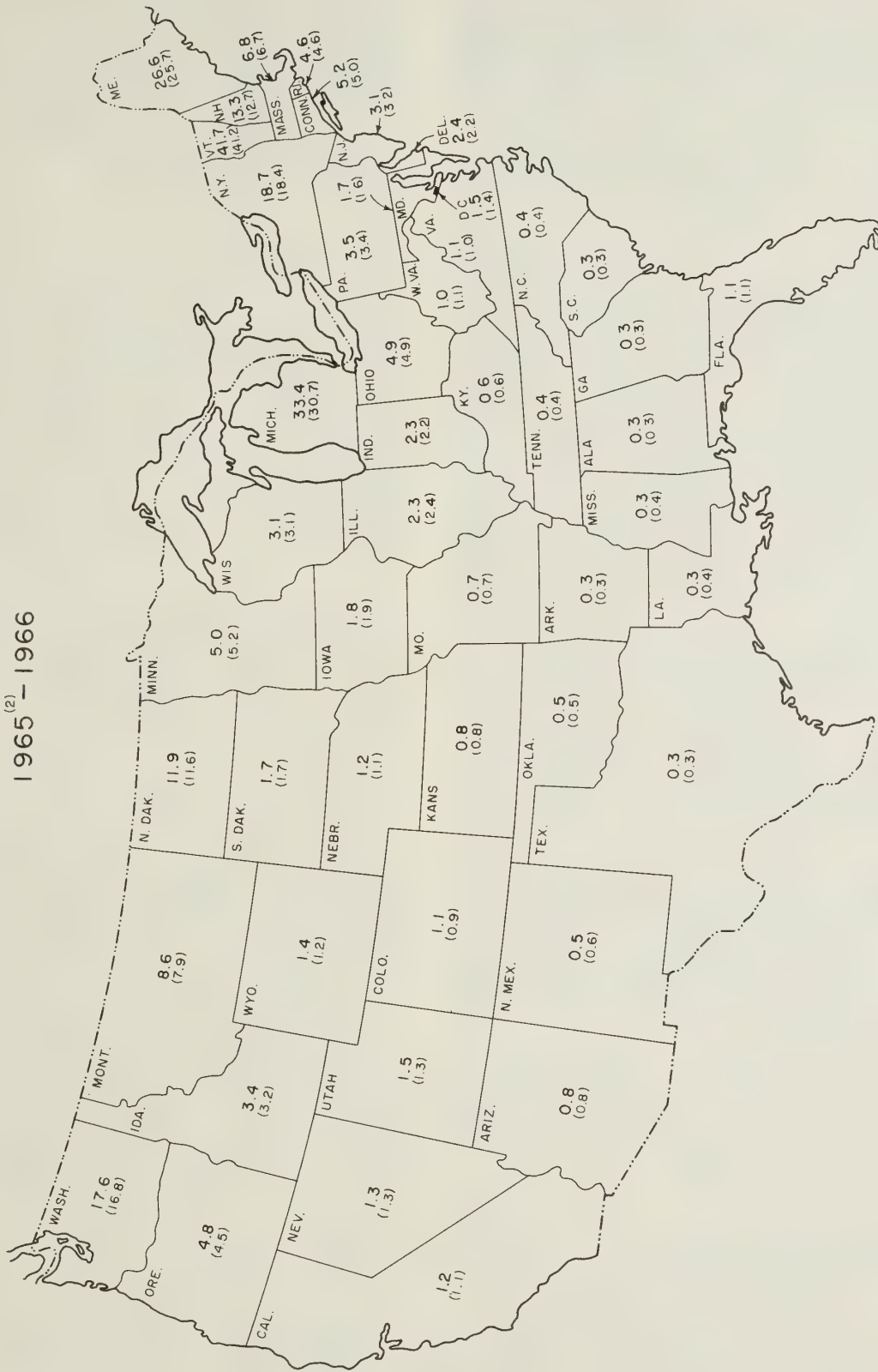
Furthermore, of the total automobiles entering through ports in Ontario and remaining one or more nights in Canada, 39.3 per cent originated in Michigan State and 30.9 per cent in New York State. Of the total entries into British Columbia, 59.1 per cent came from the state of Washington, 16.2 per cent from California, and 10.1 per cent from Oregon. Automobiles entering the province of Quebec from New York State amounted to 24.6 per cent of the provincial total and Vermont accounted for 14.5 per cent, while Massachusetts, Connecticut, New Hampshire, and Maine together formed 35.7 per cent.

In summary, the majority of non-resident automobiles remaining in Canada one or more nights originated in states which border the International Boundary. In 1966, vehicles from these states accounted for 79.7 per cent of the total automobiles as compared to 79.5 per cent in 1965. Ports in Ontario reported 72.6 per cent of the entries for one or more nights, of which the states of Michigan and New York made up 70.2 per cent. Lastly, automobiles from states farthest from the Canadian border tend to remain in Canada longer on average than those vehicles from bordering states.

Data on the state of origin of United States travellers entering Canada by plane, bus, and rail are presented in Table 11 for the years 1962 to 1966. Estimates for this table are based on a survey conducted by the United States Department of Commerce and made available to the Dominion Bureau of Statistics. States with an estimate of fewer than 10,000 travellers visiting Canada are not shown separately but grouped under the heading "other" in their respective regions.

Plane, bus, and rail travellers entering Canada from the North-Eastern region numbered 705,000 persons or 46 per cent of the total arrivals. This represents an increase of 6.7 per cent over the figure for 1965. The number of travellers from New York State was estimated at 329,000, an increase of 1.2 per cent. Entries from Pennsylvania totalled 105,000 and from New Jersey 104,000 persons in 1966. Travellers originating in states within the Great Lakes region formed 21.5 per cent of the total or 329,000 persons, up 10.4 per cent over 1965. Visitors from Ohio travelling by plane, bus, and rail numbered 104,000, an increase of 31.6

NON-RESIDENT AUTOMOBILES TRAVELLING ON CUSTOMS PERMITS⁽¹⁾ IN CANADA AS PERCENTAGE OF PASSENGER CAR REGISTRATIONS⁽²⁾ 1965 - 1966



(1) ONE OR MORE NIGHTS IN CANADA
(2) 1965 FIGURE IN BRACKET.

per cent, while entries from Michigan were estimated at 96,000, some 9.1 per cent more than the previous year. The state of Minnesota accounted for 39,000 persons or 72.2 per cent of the total 54,000 entries from the North-Western area. The number of plane, bus, and rail travellers entering Canada from the West Coast region totalled 197,000, a decrease of 3.9 per cent compared with 1965. The state of California accounted for 113,000 persons, showing an advance of 10,000 entries over the previous

year. The volume of travellers originating from Oregon State increased by 2,000 to a total of 22,000, while entries from Washington State decreased by 20,000 to a total of 62,000 persons in 1966. The category "remaining states" formed 16.2 per cent or 248,000 entries as compared with 183,000 in 1965. The largest number of travellers in this group originated from Texas, 35,000 persons, while Florida was the state of origin for 19,000 and Maryland for 18,000 visitors.

Analysis of United States Commuter Traffic to Canada

Under the administrative procedures in effect during 1966, residents of the United States living close to the Canadian border who made many trips to Canada were able to obtain a standing (L) traveller's vehicle permit. This document was usually issued for a period of several months. In order to facilitate border crossings, the operator of the vehicle simply showed the permit to port officials on each trip, thereby eliminating the necessity of issuing a permit each time the vehicle was brought into Canada. A survey has been conducted in past years to obtain certain characteristics on these commuter trips to Canada by United States residents.

The number of standing (L) permits issued in 1965 increased by 339 to a total of 26,352 permits while in 1966 the volume decreased by 175 to an aggregate of 26,177 permits. The average number of trips per permit decreased over the last three years from 77 trips in 1964 to 76 in 1965, then to 68 visits per permit in 1966. The number of repeat trips also dropped below the 2 million recorded in both 1964 and 1965 to approximately 1.9 million vehicle crossings in 1966.

Survey results show the average persons per car per trip increased slightly to 1.9 persons in 1966 compared to 1.8 persons in the two previous years. While the total number of persons in the repeat crossings under standing (L) permits remained the same during 1964 and 1965, i.e., 3.6 million, a decrease of 200,000 persons in 1966 reduced the total to 3.4 million.

As in previous years, the majority of standing (L) permits in 1966 were issued to United States commuters at ports in New Brunswick and Ontario. About 87 per cent of the permits issued were at ports in these two provinces.

Data on the purpose of trip of commuters travelling to Canada in 1964 to 1966 were compiled and the results varied greatly over the three year span. In 1964, the majority of the respondents commuted to a cottage or other residence. However, in 1965 the percentage diminished from 36.9 per cent to 25 per cent, with a further decrease in 1966 to 17 per cent. The opposite trend occurred in the number reporting visits to friends or relatives. This purpose of trip rose from third position in 1964 to the highest percentage in 1965, 29.1 per cent and to 33.9 per cent in 1966. Recreation diminished gradually from 22.5 per cent in 1964 to

20.3 per cent in 1966. Over the three year period, the number of United States commuters visiting Canada to shop increased from 11.1 per cent in 1964 to 20.1 per cent in 1966, an advance of 9 per cent. Employment, however, seemed unaffected by the variations in the other purposes of visit and remained fairly constant at about 3 per cent over the three year period. Since ports in New Brunswick and Ontario issue the majority of standing (L) permits, a comparison was made on purpose of trip between the two provinces. In 1966, some 44.7 per cent of the total number of commuters entering New Brunswick ports came to visit friends or relatives, 25.5 per cent entered to shop, while 23 per cent crossed the border for recreational purposes. On the other hand, 52.6 per cent of these travellers entering through ports in Ontario went to their cottage or other residence, while only 11 per cent reported visits to friends or relatives, and 17.1 per cent indicated recreational trips.

Information was also collected on the length of time spent in Canada on trips by commuters. The length of time referred to is the average length of stay in Canada on each trip made by a United States resident holding a standing (L) permit. The proportion of commuters remaining in Canada less than 11 hours has increased since 1964, and in 1966 some 36.5 per cent of the respondents reported a length of stay of less than 3 hours while 33 per cent stayed between 4 and 11 hours. Accordingly, repeat trips of from 12 to 24 hours in duration decreased over the three year period to 17.8 per cent in 1966. Similarly, the percentage of commuter traffic remaining 25 or more hours in Canada recorded a decrease of 5.8 per cent compared with 1965, showing a percentage of 12.7 in 1966. On a provincial basis, survey data showed that 55.3 per cent of the trips made by commuters to New Brunswick averaged less than 3 hours compared to 11.3 per cent of the entries into Ontario. Comparatively, 38.6 per cent of the commuters entering Ontario remained 4 to 11 hours while 28 per cent of those who visited New Brunswick were in this category. The majority of standing (L) permit holders entering Ontario (50.1 per cent) were recorded as remaining over 12 hours compared to 16.7 per cent of the entries into New Brunswick.

Interesting differences arose when purpose of trip and the length of stay were compared for 1966. Of the United States commuter traffic entering Canada to shop, 56.3 per cent stayed less than 3

hours, whereas only 7.8 per cent were recorded as 25 hours or more. Conversely, 58.5 per cent of persons travelling to a cottage or other residence remained an average of over 24 hours compared to 1.4 per cent in the category less than 3 hours. As would be expected, 62.2 per cent of those indicating

employment in Canada stayed between 4 and 11 hours. The highest percentages of commuter traffic both for visiting friends or relatives and for recreation were found in the category 3 hours or less where 46.6 per cent and 38.5 per cent, respectively, were reported.

Analysis of United States Motor Traffic by Ports of Entry and Exit

Information on some preferred travel routes within Canada can be obtained from the tabulations of the ports of entry and exit stamped on surrendered travellers' vehicle permits. The data presented in Statement 5 give the province of entry and the percentage distribution of the province of exit of United States automobiles remaining two or more nights in Canada. Further detail is illustrated in Table 3 which outlines particular travel routes of non-resident vehicles remaining in Canada one or more nights. In this survey, indication of inter-provincial travel must be considered as minimal since there was no way of determining how many automobiles entering and leaving Canada through the same province travelled to other provinces during their visit.

Generally, non-resident automobiles remaining one night in Canada were recorded as entering and leaving in the same province. Due to the short duration of their visit very little interprovincial travel would be involved. Except for entries into Alberta, over 90 per cent of all United States automobiles entered and left by ports in the same province. Of the total automobile entries remaining one night in Alberta, 33 per cent were reported leaving through ports in other provinces.

In Statement 5, the provincial percentage distribution of automobiles remaining two or more nights in Canada varies for vehicles entering and leaving via ports in the same province. Some 94 per cent of the automobiles entering through Ontario ports left through the same province while only 30 per cent were reported entering and leaving in Alberta. Following the pattern in 1965, the percentage entering and leaving in the Atlantic Provinces was 90 per cent, with 5 per cent of the entries leaving by way of Quebec and the same percentage

via Ontario. Of the total automobile entries into Quebec, 82 per cent returned to the United States through ports in Quebec and 14 per cent through ports in Ontario. In the opposite direction, only 4 per cent of the vehicles entering Ontario left via Quebec. Of the automobiles entering Manitoba and Saskatchewan, 70 and 57 per cent, respectively, left by the same provinces after remaining in Canada two or more nights. Furthermore, of the entries into Saskatchewan, a higher proportion left through British Columbia and the Yukon Territory than through neighbouring provinces. For example, 14 per cent left through ports in British Columbia and 10 per cent in the Yukon Territory, whereas 9 per cent left through Alberta and 5 per cent by Manitoba. Except for 13 per cent of the exits via ports in Ontario, a higher percentage of the entries in Manitoba left through British Columbia ports (8 per cent) than through ports in Saskatchewan (3 per cent) and Alberta (4 per cent). The province of Alberta and the Yukon Territory showed the greatest dispersion of entries to other provinces. Only 30 per cent of the entries in Alberta returned to the United States through ports in that province while 42 per cent were recorded leaving from British Columbia, 12 per cent from the Yukon Territory, 7 per cent from Ontario and 5 per cent from neighbouring Saskatchewan. The Yukon Territory, with many in transit travellers from Alaska, had 42 per cent of their automobile entries leaving via British Columbia and 24 per cent by Alberta while only 13 per cent returned through ports in the Yukon. The number of vehicles entering and leaving through ports in British Columbia amounted to 87 per cent. The proportion of automobiles entering British Columbia and leaving Canada through neighbouring provinces was very low. For instance, 6 per cent left through ports in Alberta and 3 per cent returned via the Yukon Territory.

STATEMENT 5. Provincial Percentage Distribution by Province of Exit for Non-resident Automobiles Travelling in Canada on Customs Permits,¹ Two or More Nights, 1966

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	90.06	4.89	4.87	0.02	0.01	0.02	0.12	0.01
Quebec	3.76	82.31	13.51	0.04	0.02	0.05	0.27	0.04
Ontario	0.81	3.97	93.92	0.48	0.08	0.21	0.44	0.09
Manitoba	0.10	0.29	13.13	69.56	3.03	3.89	7.84	2.16
Saskatchewan	0.10	0.22	3.84	5.43	57.33	9.47	13.62	9.99
Alberta	0.16	0.38	6.78	4.42	4.74	29.51	41.79	12.22
British Columbia	0.08	0.19	1.67	1.07	1.04	6.13	86.72	3.10
Yukon Territory	0.08	0.43	5.14	5.25	9.51	24.22	41.80	13.57

¹ Exclusive of standing (L) permits and extensions.

Of the total non-resident automobiles from the United States staying one or more nights in Canada (shown in Table 3) 86 per cent or 3,484,440 entered through ports in Ontario, Quebec, and the Maritime Provinces. Furthermore, of the entries, 99 per cent left Canada within these provinces. The greatest exchange of automobile traffic was between Ontario and Quebec. Of the entries in Ontario, 53,478 or 18 per cent returned to the United States by way of Quebec. The opposite flow showed 37,629 or 10 per cent of the entries into Quebec leaving by the province of Ontario.

Table 3 also illustrates some travel routes within Ontario. The most popular route within Ontario is that between Fort Erie and Niagara Falls on the east and the St. Clair and Detroit River ports on the west. In 1966, some 114,240 automobiles entered at Fort Erie and Niagara Falls and returned to the United States through the St. Clair and Detroit River ports. Conversely, 131,563 non-resident automobiles entered Canada via the St. Clair and Detroit River ports and left through ports in the Fort Erie and Niagara Falls area.

A review of the average nights stay per car for automobiles staying two or more nights in

Canada shows interesting comparisons based on province of entry and exit as illustrated in Table 3. The length of stay of automobiles entering and leaving in the same province varies somewhat by province. For example, cars entering through ports in Ontario, Quebec, and British Columbia and leaving in the same provinces stayed between five and six nights. Vehicles entering and leaving in Saskatchewan remained on an average nine nights while those reporting entry and exit in Alberta and the Atlantic Provinces stayed approximately eight nights. In most cases, the average nights stay was affected by the distance between the province of entry and that of exit. The average stay calculated for automobiles entering in Ontario and returning to the United States via British Columbia was about 11 nights. Between Ontario and Quebec the average was five nights. On the other hand, the average nights stay for vehicles entering and leaving through Alberta ports was a little longer than the average for automobiles entering in Alberta and leaving in Ontario. In Ontario, automobiles travelling the route between St. Clair and Detroit River ports and the Fort Erie and Niagara Falls area spent an average of four to five nights in Canada.

Receipts from United States Travellers by Province of Entry

The distribution of travel receipts from United States residents visiting Canada is presented in Statement 6 by province of entry for the years 1962-66. Since there is no way of determining what part of the expenditures were allotted to provinces other than the one entered, the data illustrated should not be considered as the total amount spent within the province concerned. There may be variations in the distribution shown if the movement of United States travellers from one province to another could be taken into account.

In general, the provinces have retained their order of importance over the period presented. Visitors entering via Ontario accounted for over half of the United States expenditures during the five year interval and in 1966 accounted for 56 per

cent of the total receipts compared to 57 per cent in 1965. The percentage of estimated expenditures allocated to Quebec entries was 15.5 per cent, some 0.6 per cent lower than the previous year. United States travellers entering in British Columbia spent 13.1 per cent of the total receipts, exactly one per cent more than in 1965. Entries in the Atlantic Provinces represented 8.1 per cent of the receipts, an increase of 0.5 per cent, while Manitoba entries at 2.9 per cent showed a decrease of 0.2 per cent. For entries in the province of Alberta and the Yukon Territory, the percentages of 2.2 and 1.3 per cent, respectively, are their highest proportions of the total in the five year period. Saskatchewan entries accounted for the same proportion of total receipts as in the preceding year, 0.9 per cent.

STATEMENT 6. Percentage Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1962-66

Province of entry	Percentage of total				
	1962	1963	1964	1965	1966 ¹
Atlantic Provinces ²	8.0	8.5	7.6	7.6	8.1
Quebec	16.5	17.5	15.4	16.1	15.5
Ontario	53.5	55.2	56.5	57.0	56.0
Manitoba	2.9	3.0	3.0	3.1	2.9
Saskatchewan	1.0	1.0	1.0	0.9	0.9
Alberta	2.1	1.9	2.0	2.0	2.2
British Columbia	14.9	11.7	13.3	12.1	13.1
Yukon Territory	1.1	1.2	1.2	1.2	1.3
Canada	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

Destination Reported by United States Plane, Bus, and Rail Travellers

Data on the province of destination of visitors from the United States entering Canada by plane, bus, and rail (exclusive of in transit travellers) are obtained from a survey made available by the United States Department of Commerce. The results are shown in Statement 7 for the period 1962-66 and by quarters for 1966 in Statement 8.

In 1966, the destinations for 85 per cent of the United States visitors to Canada by plane, bus, and rail were in the provinces of Quebec, Ontario, and British Columbia. This proportion dropped one per cent compared to the previous year. An estimated 45 per cent or 695,000 United States plane, bus, and rail travellers visited Ontario, 27 per cent or 420,000 persons went to Quebec, and 13 per cent or 192,000 travelled in British Columbia. Included

in the British Columbia figure are those travelling to the Yukon Territory. The numbers entering these three provinces represent an increase of 88,000 or 14.5 per cent for Ontario, an advance of 24,000 or 6.1 per cent for Quebec, but a decrease of 3,000 or 1.5 per cent for British Columbia. With a gain of 23,000 in the number of United States visitors to the Atlantic Provinces, the proportion of the total entries rose to 4 per cent or 64,000 persons in 1966. Alberta was the province of destination for 7 per cent or 107,000 United States plane, bus, and rail visitors, while Manitoba received 3 per cent or 40,000 and Saskatchewan one per cent or 15,000. These figures show an increase of 14,000 United States visitors to Alberta, an advance of 1,000 persons visiting Saskatchewan, but a decrease of 8,000 visitors travelling in Manitoba when compared to 1965.

STATEMENT 7. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus, and Rail, 1962 - 66

Province of destination	1962 ³	1963 ³	1964	1965	1966
Atlantic Provinces	41,000	48,000	45,000	41,000	64,000
Quebec	314,000	295,000	339,000	396,000	420,000
Ontario	482,000	551,000	582,000	607,000	695,000
Manitoba	44,000	53,000	53,000	48,000	40,000
Saskatchewan	14,000	14,000	17,000	14,000	15,000
Alberta	57,000	58,000	58,000	93,000	107,000
British Columbia ⁴	173,000	141,000	178,000	195,000	192,000
Canada	1,125,000	1,160,000	1,272,000	1,394,000	1,533,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

³ Revised.

⁴ Includes destinations in the Yukon and Northwest Territories.

STATEMENT 8. Province of Destination¹ of United States Travellers² Entering Canada by Plane, Bus, and Rail, compiled Quarterly, 1966

Province of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Atlantic Provinces	6,000	14,000	36,000	8,000	64,000
Quebec	62,000	100,000	179,000	79,000	420,000
Ontario	115,000	187,000	248,000	145,000	695,000
Manitoba	8,000	9,000	19,000	4,000	40,000
Saskatchewan	2,000	4,000	6,000	3,000	15,000
Alberta	13,000	25,000	53,000	16,000	107,000
British Columbia ³	21,000	53,000	92,000	26,000	192,000
Canada	227,000	392,000	633,000	281,000	1,533,000

¹ Province of destination estimated on the basis of the U.S. Department of Commerce survey.

² Exclusive of in transit traffic.

³ Includes destinations in the Yukon and Northwest Territories.

United States Travel in Canada by Length of Stay

Expenditure data in this report are derived by the application of several thousand average expenditure rates (determined by surveys) to travel volume data weighted by such characteristics as the type of transportation, province of entry, length of stay, state of origin, etc. The average expenditure rates quoted in this report are in turn derived from the resulting estimates, e.g., a division of overall expenditure by the number of persons involved.

Length of stay is an important factor in determining total expenditures. For this purpose, United States traffic to Canada is divided into short-term and long-term. Short-term represents traffic entering and leaving on the same day while long-term is traffic which remains one or more nights in Canada. This division is made to apply the low expenditure averages of the short-term traffic to the appropriate universe stratified on a geographical basis according to transportation, purpose, etc. For example, in 1966 same day traffic constituted 64 per cent or

22,507,300 of the total non-resident entries, while the receipts from this group amounted to \$78.6 million or 11 per cent of the total. The number of short-term visitors advanced 2.3 per cent over the figure of 21,999,200 in the preceding year, and their expenditures increased by 8.2 per cent over the total of \$72.7 million recorded in 1965. On the other hand, United States residents remaining one or more nights in Canada totalled 12,817,700 or 36 per cent of the total volume, and accounted for \$651.3 million or 89 per cent of the total receipts in 1966. Long-term traffic showed greater increases in volume and expenditures than the short-term traffic. Some 7.8 per cent or 929,600 more United States visitors stayed in Canada one or more nights and some 10.9 per cent or \$64.2 million more was spent by these travellers in comparison to 1965. After the detailed calculations are accumulated and brought to an overall total expenditure estimate according to the number of persons involved, the average outlay for long-term visitors amounted to \$50.80 and for short-term \$3.50.

STATEMENT 9. Expenditures of United States Travellers in Canada, by Length of Stay, 1966

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
			\$	
Short-term traffic (entering and leaving same day)				
Automobile:				
Entering and leaving same day	12,434,200	35.20	41,710,000	5.71
Repeat trips on standing (L) permits	3,395,100	9.61	—	—
Totals, automobile	15,829,300	44.81	41,710,000	5.71
Non-automobile:				
Plane	34,600	0.10	1,249,000	0.17
Bus	43,300	0.12	741,000	0.10
Rail	9,400	0.03	279,000	0.04
Boat	218,400	0.62	1,527,000	0.21
Plane in transit	3,600	0.01	11,000	0.00
Bus in transit	76,700	0.22	230,000	0.03
Rail in transit	138,600	0.39	—	—
Other travellers (pedestrians, local bus, etc.)	6,153,400	17.42	32,908,000	4.51
Totals, non-automobile	6,678,000	18.91	36,945,000	5.06
Totals (short-term)	22,507,300	63.72	78,655,000	10.77
Long-term traffic (one or more nights in Canada)				
Automobile:				
One or more nights in Canada	10,964,900	31.04	413,198,000	56.61
Standing (L) permits	49,800	0.14	8,543,000	1.17
Extensions	24,100	0.07	10,278,000	1.41
Totals, automobile	11,038,800	31.25	432,019,000	59.19
Non-automobile:				
Plane	671,600	1.90	103,686,000	14.21
Bus	577,900	1.63	76,084,000	10.42
Rail	196,200	0.56	30,017,000	4.11
Boat	333,200	0.94	9,471,000	1.30
Totals, non-automobile	1,778,900	5.03	219,258,000	30.04
Totals (long-term)	12,817,700	36.28	651,277,000	89.23
Grand totals	35,325,000	100.00	729,932,000	100.00

¹ Subject to revision.

According to Statement 9, non-resident motorists entering and leaving Canada on the same day totalled 15.8 million persons in 1966, almost unchanged from the previous year. Estimated expenditures by United States short-term automobile travellers amounted to \$41.7 million, an increase of 4.5 per cent over 1965. Although the short-term volume includes 3.4 million repeat trips of persons entering Canada on standing (L) vehicle permits, expenditures of these daily commuters are included in the estimated expenditures of long-term traffic. United States motorists remaining one or more nights in Canada numbered 11 million in 1966, about 31 per cent of the total visits or approximately the same proportion as in 1965.

Estimated receipts from long-term automobile visitors accounted for \$432 million or 59 per cent of the grand total compared to 61 per cent in 1965. Included in the long-term traffic were 49,800 persons entering Canada on standing (L) permits and 24,100 persons issued extensions to the vehicle permits. The latter groups spent an estimated \$18.8 million, a greater expenditure in proportion than the receipts from the regular traffic in the one or more nights category. Persons entering Canada in automobiles

issued an extension to their original permit and persons in vehicles with standing (L) permits report expenditures at the termination of the time assigned the permit. For this reason, higher average expenditures are realized for the two classifications. In 1966, the average outlay for persons on extensions was \$426 and for persons on standing (L) permits, \$172. Excluding these special issues, the average expenditure per motorist remaining one or more nights was \$38 during the year.

In 1966, short-term non-automobile visitors from the United States numbered 6.7 million or 19 per cent of all visits. This group spent \$36.9 million in Canada or 5 per cent of the total receipts. In sharp contrast, long-term visitors by non-automobile means of transportation totalled 1.8 million persons or 5 per cent of the total volume, while receipts from these travellers amounted to \$219.3 million or 30 per cent of the total expenditures. A visit to Canada which lasted one or more nights cost the United States plane traveller an average of \$154. This can be compared to an average expenditure of \$153 per rail traveller, \$132 per bus entry, and \$28 per boat visitor.

STATEMENT 10. Non-resident Persons Entering Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1966

Days stay in Canada	Number of persons			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	12,434,214	34,628	43,299	9,424
2	5,488,420	136,880	86,728	19,503
3-7	4,034,454	398,249	278,512	105,351
8-14	1,026,463	81,153	153,510	46,347
15-21	194,815	26,609	28,300	14,591
22 and over	128,254	28,738	30,852	10,375
Totals	23,306,620	706,257	621,201	205,591

¹ Excluding standing (L) permits, extensions and 92,509 entries not classified by length of stay.

² Excluding in transit.

³ Persons entering and leaving on the same day.

STATEMENT 11. Non-resident Persons Entering Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1966

Days stay in Canada	Percentage of volume			
	Automobile ¹	Plane ²	Bus ²	Rail ²
1 ³	53.4	4.9	7.0	4.6
2	23.5	19.4	13.9	9.5
3-7	17.3	56.3	44.8	51.2
8-14	4.4	11.5	24.7	22.5
15-21	0.8	3.8	4.6	7.1
22 and over	0.6	4.1	5.0	5.1
Totals	100.0	100.0	100.0	100.0

¹ Excluding standing (L) permits, extensions and 92,509 entries not classified by length of stay.

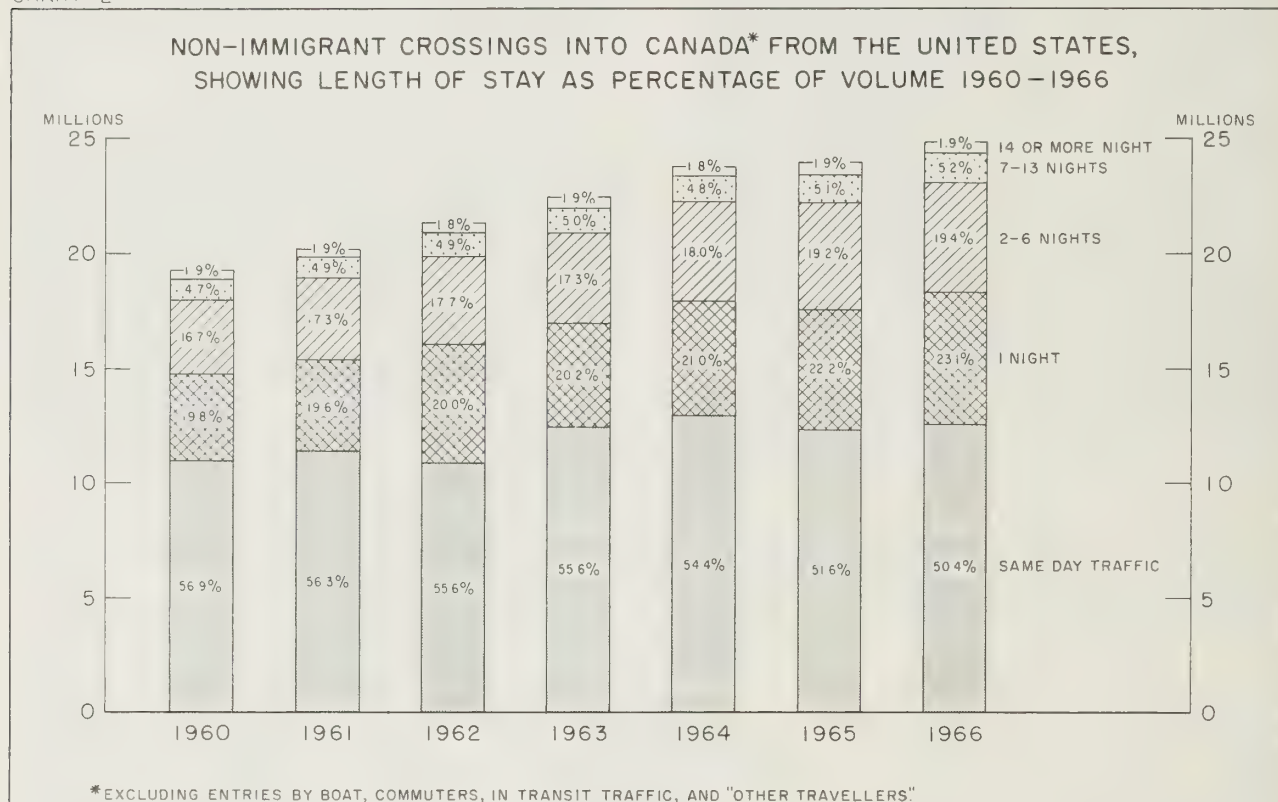
² Excluding in transit.

³ Persons entering and leaving on the same day.

A more detailed study of United States residents in Canada by length of stay is made in Table 7 for motorists and in Table 12 for non-automobile visitors. The data in these tables are summarized in Statements 10 and 11, and in Chart 2. The information

presented excludes entries by boat, commuters, in transit traffic, and "other" travellers. However, these illustrations represent 70.3 per cent of the total number of United States residents visiting Canada in 1966.

CHART-2



In 1966, a little over half of the non-resident travellers from the United States entered and left Canada on the same day. This represents a decrease in the proportion of same day traffic to 50.4 per cent from 51.6 per cent in 1965. As Chart 2 indicates, 23.1 per cent of the non-immigrant crossings were for a duration of one night, 19.4 per cent from 2 to 6 nights, 5.2 per cent from 7 to 13 nights, and 1.9 per cent stayed over 14 nights. These proportions varied according to the mode of transportation used to enter Canada. Due to the large volume, the distribution of persons entering by automobile influenced greatly the overall length of stay in Canada. In Statement 11, 53.4 per cent of the United States motorists entered and left on the same day while 23.5 per cent remained one night (2 days), 17.3 per cent from 2 to 6 nights, 4.4 per cent from 7 to 13 nights, and 1.4 per cent stayed 14 nights or more. On the other hand, the percentage of United States residents entering Canada by plane, bus, and rail was lower in the same day group but the highest in the class 3 to 7 days (2-6 nights). The proportion of plane, bus, and rail traffic appearing in the same day category was 4.9,

7.0, and 4.6 per cent, respectively. The majority of plane travellers, 56.3 per cent, stayed 2 to 6 nights in Canada. Similarly, 51.2 per cent of the rail visitors and 44.8 per cent of the bus entries from the United States remained for the same interval. Furthermore, 19.4 per cent of plane visitors spent 2 days (one night) in Canada, while 24.7 per cent of the rail and 22.5 per cent of the bus entries stayed 7 to 13 nights or (8 to 14 days). Summarizing the last four categories in Statement 11, the percentage of non-immigrant visitors from the United States remaining in Canada 3 days and over (2 nights or more) was 26.5 per cent in 1966. However, within this interval the proportions according to the mode of travel varied from 23.1 per cent of the motorists to 75.7 per cent of the plane arrivals, 79.1 per cent of the bus travellers, and 85.9 per cent of the rail entries into Canada.

Since automobile traffic from the United States represents the majority of non-immigrant crossings into Canada, a more detailed analysis on length of stay is presented in Statements 12, 13, and 14

according to province of exit. The duration of the trip varies widely from province to province. For instance, 63.5 per cent of the non-resident automobiles entering Canada through ports in the Atlantic Provinces returned to the United States on the same day, whereas 60.8 per cent of the vehicles which departed via Alberta had stayed three or more days in Canada. Ontario, with the largest volume of

automobile traffic, shows 3.7 million vehicles or 55.5 per cent returning to the United States on the same day, while 26.6 per cent stayed for two days, and 17.9 per cent for three or more days. In Quebec, a lower percentage of automobiles were in the same day group (48.7 per cent) while 17.4 per cent remained two days and 33.9 per cent for three or more days.

STATEMENT 12. Summary of Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits,¹ classified by Length of Stay, by Province of Exit, 1966

Days stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	63.5	48.7	55.5	46.5	50.0	27.6	38.2	53.6
2	11.3	17.4	26.6	13.9	10.4	11.6	19.2	23.9
3 - 7	13.9	27.0	13.6	26.3	24.4	39.1	31.4	16.7
8-14	7.3	4.5	3.1	8.4	9.5	14.7	7.4	4.0
15-21	1.8	0.8	0.6	2.0	2.4	3.1	1.6	0.8
22 and over	1.5	0.8	0.4	1.8	2.5	2.5	1.2	0.6
Not classified ³	0.7	0.8	0.2	1.1	0.8	1.4	1.0	0.4
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Exclusive of vehicles issued extensions and all trips of vehicles using standing (L) permits.

² Automobiles entering and leaving on the same day.

³ Not classified by length of stay.

STATEMENT 13. Summary of Non-resident Automobiles,¹ by Province of Exit, classified by Length of Stay in Canada, 1966

Province of exit	Total vehicles	Length of stay			Percentage distribution		
		One day	Two days	Three days and over ²	One day	Two days	Three days and over ²
		number					
Atlantic Provinces	529,019	335,736	59,737	133,546	63.5	11.3	25.2
Quebec	739,661	360,386	128,710	250,565	48.7	17.4	33.9
Ontario	6,600,321	3,662,059	1,753,685	1,184,577	55.5	26.6	17.9
Manitoba	116,347	54,063	16,181	46,103	46.5	13.9	39.6
Saskatchewan	58,445	29,229	6,076	23,140	50.0	10.4	39.6
Alberta	69,052	19,090	7,982	41,980	27.6	11.6	60.8
British Columbia	673,930	266,422	128,383	279,125	39.5	19.1	41.4
Yukon Territory	31,435	3,194	7,204	21,037	10.2	22.9	66.9
Canada	8,818,210	4,730,179	2,107,958	1,980,073	53.6	23.9	22.5

¹ Exclusive of vehicles issued extensions and all trips of vehicles using standing (L) permits.

² Includes a small number of vehicles not classified by length of stay.

A breakdown of the three days and over category shown in Statement 12 reveals that the highest percentages of non-resident automobiles remained from 3 to 7 days in Canada during 1966. For example, 39.1 per cent of the vehicles leaving through ports in Alberta were in this group, 31.4 per cent of the departures in British Columbia and the Yukon Territory, and 27 per cent of those leaving in Quebec. Therefore, excluding the same

day traffic, the average stay of United States automobiles varied between 3 and 8 days from province to province. In Ontario, the large percentage of vehicles (26.6 per cent) in the two day class lowered the average stay to 3.7 days. In Saskatchewan, 39.6 per cent of the non-resident automobiles remained three days or more and the average length of stay was the highest, 8.1 days per vehicle.

**STATEMENT 14. Average Length of Stay Recorded for Non-resident Automobiles Travelling
on Customs Permits¹ which departed from Canada in 1966,
compiled Quarterly by Province of Exit**

Province of exit	Departing from Canada during				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Atlantic Provinces	5.52	5.00	8.21	7.25	7.33
Quebec	4.94	4.35	4.94	4.72	4.79
Ontario	2.84	3.26	4.20	3.42	3.72
Manitoba	6.12	5.47	6.78	7.90	6.60
Saskatchewan	8.02	6.62	8.05	10.31	8.08
Alberta	8.32	6.59	7.51	9.05	7.47
British Columbia	4.32	4.47	6.00	5.11	5.37
Yukon Territory	5.74	5.55	5.87	5.95	5.77
Canada	3.38	3.64	4.81	4.03	4.29

¹ Includes all entries of automobiles spending one or more nights in Canada. Excludes vehicles entering and departing on the same day, extensions, and all trips on standing (L) permits.

Summary of Travel Between the United States and Foreign Countries

"United States residents travelled abroad in record numbers in 1966 and spent over \$4 billion", according to data released by the United States Department of Commerce in the publication "Survey of Current Business, June 1967". An estimated \$2,657 million was spent in foreign countries while \$755 million was paid to foreign transoceanic carriers and \$635 million to United States carriers. The aggregate expenditures by United States travellers, therefore, came to \$4,047 million in 1966, some \$279 million more than the 1965 total. Expenditure figures quoted in this section are in terms of United States currency.

Of the total expenditures within foreign countries (\$2,657 million), Canada and Mexico received about \$1,253 million while overseas countries

received \$1,404 million. The latter expenditures by United States travellers overseas includes \$920 million in travel payments to Europe and the Mediterranean area, of which the United Kingdom attracted the largest amount, \$167 million.

On the other hand, receipts from foreign visitors to the United States rose to \$1,768 million in 1966 from the total of \$1,545 million recorded in 1965. This record outlay by foreign visitors includes \$195 million paid to United States transoceanic carriers. Visitors from Canada and Mexico accounted for the majority of expenditures within the United States, with 65 per cent or \$1,022 million, while overseas visitors made up \$551 million of the \$1.6 billion (excluding transportation costs) in United States receipts.

**STATEMENT 15. Expenditures for Foreign Travel by Residents of the United States, 1962 - 66
In Terms of United States Currency**

	1962 ^r	1963 ^r	1964 ^r	1965 ^r	1966
	millions of dollars				
Transportation	990	1,105	1,165	1,330	1,390
Foreign - Flag carriers	575	615	645	720	755
United States - Flag carriers	415	490	520	610	635
Expenditures abroad	1,939	2,114	2,211	2,438	2,657
Canada	479	522	550	600	678
Mexico	449	472	490	540	575
Europe and Mediterranean	652	755	800	864	920
West Indies and Central America	178	180	190	220	259
South America	55	56	57	68	65
Other overseas areas	126	129	124	146	160
Grand totals	2,929	3,219	3,376	3,768	4,047

Source: Survey of Current Business, United States Department of Commerce, Office of Business Economics, June 1967.

CHART-3

DISTRIBUTION OF TRAVEL EXPENDITURES⁽¹⁾
IN FOREIGN COUNTRIES
BY RESIDENTS OF THE UNITED STATES
1957-1966

(United States Department of Commerce)



(1) EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES.

(2) DATA FOR 1966 ARE SUBJECT TO REVISION

With travel expenditures abroad doubling the receipts from overseas visitors, the United States balance of payments on travel account remained in a deficit position in 1966 at \$1.6 billion, almost the same debit figure as in 1965.

The number of United States residents travelling to overseas countries increased by 13 per cent to a total of 2,975,000 persons in 1966. Over the past few years sea travel has decreased in popularity and in 1966 the proportion of United States residents travelling by boat decreased 2 per cent to 7 per cent of the total. The remaining volume of traffic went overseas by air, 2,755,000 in 1966. The increase of over 15 per cent in the number of air travellers may be attributed to the fact that more Americans took advantage of excursion fares which helped in reducing the average expenditure for air travel to Europe by 6 per cent to \$460 in 1966. Conversely, during the year fewer travellers visited Europe by sea, and the outlay per person for transportation was higher as sea fares increased 8 per cent to about \$715.

Out of the 3 million United States visitors to overseas countries, 1.6 million travelled to Europe and the Mediterranean area, 1.1 million visited the West Indies and Central America, and less than one million went to other overseas areas. A further review of United States travel to European and Mediterranean countries shows that total expenditures did not increase proportionately with the volume of travellers. The shorter duration of visits

to Europe and the decrease in the average outlay per person from \$611 in 1965 to \$583 counteracted any larger advance in total expenditures. The average length of stay in Europe and the Mediterranean area decreased by 2 days to 37 days in 1966 while the daily expenditure rose slightly to \$15.75. Sea travellers remained 70 days in Europe, the same average as the previous year, and they spent \$11.63 a day, about \$1.00 less than 1965. Air travellers averaged 33 days in Europe, one day less than in 1965 but spent approximately the same, \$16.78 a day.

In 1966, foreign visitors to the United States from overseas countries (excluding Canada and Mexico) totalled 1,360,000, some 13 per cent more than the previous year. Expenditures by these travellers amounted to \$550 million, which was spent within the United States, and \$195 million paid to United States transoceanic carriers. Arrivals from Europe and the Mediterranean area increased 13 per cent to a total of 658,000 while expenditures advanced only 5 per cent to \$215 million in 1966, indicating lower average outlays per visitor in the United States. Following a pattern similar to previous years, 68 per cent of European travellers reported pleasure as their main purpose of trip and 18 per cent specified business trips. Finally, about 517,000 persons visited the United States from South and Central America and the West Indies and these persons spent \$226 million in 1966. This represents an increase of 13 per cent in expenditures and 15 per cent in the volume of traffic.

Canadian Travel in the United States

Although the number of Canadians returning from the United States has been showing an increase each year, the rate of growth declined slightly in 1966. About 34.7 million Canadians visited the United States during the year, an increase of 3.7 per cent or 1,247,000 persons. The percentage increase in volume between 1964 and 1965 had been 3.9 per cent. On the other hand, the

rate of increase in expenditures rose in 1966. Canadians travelling in the United States spent \$616.2 million, an advance of 14.7 per cent or \$78.8 million over the previous year. The percentage increase in expenditures between 1964 and 1965 was 12.9 per cent. The difference in the rate of growth between volume and expenditures may be attributable to an increase in the average outlay

STATEMENT 16. Number and Expenditures of Canadian Travellers in the United States,¹ 1963-66

Type of transportation	Number of persons				Expenditures			
	1963	1964	1965	1966 ²	1963	1964	1965	1966 ²
	thousands				millions of dollars			
Automobile	23,046	24,652	26,581	28,258	195.0	254.1	304.9	360.2
Non-automobile:								
Plane	491	544	637	705	99.2	115.4	131.2	150.8
Bus	400	449	489	552	40.8	50.0	53.6	60.2
Rail	240	256	216	176	29.9	33.2	29.3	28.4
Boat	115	116	110	138	2.4	3.8	2.5	3.4
Other	5,098	6,147	5,400	4,851	16.3	19.6	15.9	13.2
Totals, non-automobile	6,344	7,512	6,852	6,422	188.6	222.0	232.5	256.0
Grand totals	29,390	32,164	33,433	34,680	383.6	476.1	537.4	616.2

¹ Exclusive of Hawaii.

² Subject to revision.

per Canadian. The latter, no doubt, is affected by the length of stay of Canadian residents in the United States. Short-term travellers, those leaving and returning on the same day, outnumbered long-term travellers by about 4 to 1 in 1966. However, long-term travellers, those remaining one or more nights in the United States, spent almost ten times as much as short-term travellers. The annual trend

of increases in volume and expenditures was not uniform by type of transportation. Rail traffic and the category "other travellers" show decreases in both volume and expenditures in 1966. The main reason Canadians travelled to the United States was for a holiday or recreation while visiting friends or relatives was the second most specified purpose of trip recorded.

Canadian Travel in the United States by Type of Transportation

Passenger car registrations in Canada numbered 5,499,527 in 1966, an increase of 4.2 per cent or 220,154 registrations compared to the figure of 5,279,373 in 1965. Furthermore, the ratio of persons to car continues to decrease and in 1966 amounted to one car for every 3.6 persons resident in Canada. The comparable figure for 1965 was one car for every 3.7 persons. The total number of Canadian automobiles returning from the United States came to 10,395,041 in 1966, some 625,701 more cars than in 1965. With a rise of 4.2 per cent in passenger car registrations in 1966, it is not surprising that the number of Canadian automobiles travelling in the United States increased by 6.4 per cent. From these figures, it could be assumed that each car registered made an average of 1.9 visits to the United States during 1966.

Canadian residents returning from visits to the United States by **automobile** totalled 28,258,000, about 1,677,000 or 6.3 per cent more than in 1965. Automobile travellers accounted for 81.5 per cent of all re-entries from the United States in 1966. Canadian motorists spent \$360.2 million, an increase of \$55.3 million or 18.1 per cent in payments to the United States. Expenditures by automobile travellers amounted to 58.5 per cent of the total spending in the United States. All quarters reg-

istered increases in both volume and expenditures. The third quarter recorded the highest percentages of the annual totals in each case; 37.6 per cent of the volume and 42.1 per cent of the expenditures. The largest increase in the number of Canadians returning from the United States by car was during the second quarter, 646,000 or 10 per cent. On the other hand, the largest gain in automobile expenditures occurred in the third quarter, \$29.4 million or 24.1 per cent.

In 1966, Canadians returning from the United States by **plane** numbered 705,000, an increase of 10.7 per cent or 68,000 residents. Although plane travellers made up only 2 per cent of the total re-entries, they accounted for 24.5 per cent of the expenditures. The high average outlay of \$214 per person for air travel brought the total expenditures to \$150.8 million, a gain of 14.9 per cent or \$19.6 million over 1965. All quarters contributed to the increases in volume and expenditures. The number of plane travellers returning to Canada during the first and second quarters increased by over 13 per cent in each quarter to 181,000 and 192,000 persons, respectively. Expenditures by plane re-entries also increased in the first half of 1966; by 24 per cent to \$47.5 million in the first quarter and by 12.1 per cent to \$43.6 million in the second quarter.

**STATEMENT 17. Number of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1966**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
Leaving and returning same day	4, 113	5, 925	7, 689	4, 767	22, 494
One or more nights in United States	540	1, 206	2, 945	1, 073	5, 764
Totals, automobile	4, 653	7, 131	10, 634	5, 840	28, 258
Non-automobile:					
Plane	181	192	160	172	705
Bus	93	163	189	107	552
Rail	42	49	51	34	176
Boat	1	23	104	10	138
Other	764	1, 578	1, 402	1, 107	4, 851
Totals, non-automobile	1, 081	2, 005	1, 906	1, 430	6, 422
Grand totals	5, 734	9, 136	12, 540	7, 270	34, 680

¹ Exclusive of Hawaii.

A total of 552,000 Canadian residents returned from the United States by **bus** in 1966. This represents an increase of 63,000 persons or 12.9 per cent over 1965. Expenditures for this group increased proportionately when \$60.2 million was spent in the United States, a gain of \$6.6 million or 12.3 per cent. The average expenditure of Canadian bus travellers, therefore, remained about \$109 per person in 1966. On a quarterly basis, the volume and expenditures were greatest during the third quarter; 34.2 per cent of the bus re-entries and 32.7 per cent of their disbursements were in this quarter.

Canadian **rail** travel to the United States has decreased gradually over the years. Since 1960, the number of residents returning by train has dropped from 332,000 to 176,000 persons and their expenditures from \$46.6 to \$28.4 million. In 1966, rail traffic formed 0.5 per cent of the total re-entries and 4.6 per cent of the total expenditures. However, the decreases of 40,000 in volume and \$900,000 in expenditures did not affect the average outlay per rail traveller which increased from \$136 in 1965 to \$161 in 1966. The number of Canadians returning from the United States by train decreased in all quarters.

The volume of Canadians returning from the United States by **boat** increased by 28,000 to a total of 138,000 re-entries in 1966. With the average expenditure per person rising slightly over 1965 to \$25, total disbursements in the United States by boat travellers advanced \$900,000 to \$3.4 million in 1966. The volume and expenditures of boat re-entries had declined between 1964 and 1965. A quarterly analysis of Canadian boat traffic from the United States reveals that 75 per cent or 104,000 of the re-entries occurred in the third quarter. This represents an increase of 26,000 persons over 1965.

Canadian residents who re-enter Canada from the United States by local bus, motorcycle, bicycle, etc., or as pedestrians are grouped together and shown under the heading "**other travellers**". This group forms a significant part of the total re-entries, roughly 14 per cent. However, due to a low outlay per person, \$3 in 1966, payments by these travellers account for only 2 per cent of the total expenditures. In 1966, some 4,851,000 Canadians returning from the United States were classified as "other travellers", a decrease of 10.2 per cent compared to 1965. Expenditures by this group decreased by 17 per cent to a total of \$13.2 million.

**STATEMENT 18. Expenditures of Canadian Travellers Returning from the United States,¹
compiled Quarterly, 1966²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
Leaving and returning same day	7.7	10.7	14.1	9.6	42.1
One or more nights in United States	54.8	83.2	137.5	42.6	318.1
Totals, automobile	62.5	93.9	151.6	52.2	360.2
Non-automobile:					
Plane	47.5	43.6	28.3	31.4	150.8
Bus	13.8	17.6	19.7	9.1	60.2
Rail	8.1	9.6	5.9	4.8	28.4
Boat	0.2	1.0	1.9	0.3	3.4
Other	2.0	4.1	4.1	3.0	13.2
Totals, non-automobile	71.6	75.9	59.9	48.6	256.0
Grand totals	134.1	169.8	211.5	100.8	616.2

¹ Exclusive of Hawaii.

² Subject to revision.

In summary, the large decrease in the number of "other travellers" was largely responsible for the decline recorded in the overall total Canadians returning from the United States by non-automobile transportation. However, since this group has a low average expenditure per person, the total payments by non-automobile travellers were not affected proportionately by the decline in volume.

On the other hand, with an increase of 17.7 per cent in the average outlay per non-automobile traveller, estimated expenditures rose to \$256.0 million. This represents an increase in payments of 10.1 per cent or \$23.5 million. At the same time, the number of re-entries by non-automobile transportation declined by 6.3 per cent or 430,000 to a total of 6,422,000 persons.

The third quarter experienced the only increase in the volume of re-entries, 3.3 per cent more than the previous year for a total of 1,906,000 persons. This advance, however, was outbalanced by decreases in the other quarters of 1966. With a decline of 1.1 per cent, the first quarter total was reduced to 1,081,000 non-automobile travellers. The second quarter recorded a total of 2,005,000 persons, a decrease of 14 per cent, while the fourth quarter re-entries totalled 1,430,000 or some

8.9 per cent less than the same quarter in 1965. Estimated payments by Canadian non-automobile travellers to the United States increased in all quarters of 1966. Increases of 22.4 and 3.4 per cent brought the total expenditures to \$71.6 and \$75.9 million in the first and second quarters, respectively. Furthermore, an advance of 3.8 per cent in the third quarter accounted for expenditures of \$59.9 million, while a gain of 13.3 per cent brought the fourth quarter payments to \$48.6 million.

Canadian Travel in the United States by Length of Stay

Data concerning Canadian travel in the United States by length of stay are compiled in the same manner as that for non-resident travel from the United States. Statement 46 in the supplementary analysis presents a balance of travel between Canada and the United States by length of stay and type of transportation for 1966. Canadians leaving and returning to Canada on the same day are considered as short-term traffic and visits lasting one or more nights are within the long-term class.

In 1966, an estimated \$57.6 million was spent by the 27,422,500 short-term Canadian travellers returning from the United States. These short-term

re-entries accounted for 79 per cent of the total number and only 9 per cent of the expenditures. This represents an increase of about one per cent in the volume and 2.1 per cent in the payments as compared to the previous year. The long-term group, on the other hand, made up 91 per cent or \$558.6 million of the total expenditures and only 21 per cent or 7,257,400 of the total re-entries in 1966. Moreover, the number of long-term travellers and their expenditures increased proportionately by some 16 per cent. The average expenditure per short-term traveller returning from the United States was \$2.10 and per long-term approximately \$77.00, almost the same averages as in 1965.

STATEMENT 19. Expenditures of Canadian Travellers in the United States, by Length of Stay, 1966

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
			\$	
Short-term traffic (leaving and returning same day)				
Automobile	22,494,500	64.86	42,099,000	6.83
Plane	27,900	0.08	1,623,000	0.26
Bus	20,800	0.06	457,000	0.08
Rail	3,900	0.01	82,000	0.01
Boat	24,300	0.07	79,000	0.01
Other travellers (pedestrians, local bus, etc.)	4,851,100	13.99	13,234,000	2.15
Totals, non-automobile	4,928,000	14.21	15,475,000	2.51
Totals (short-term)	27,422,500	79.07	57,574,000	9.34
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States	1,431,100	4.13	19,925,000	3.24
Two or more nights in the United States	4,332,400	12.49	298,170,000	48.39
Totals, automobile	5,763,500	16.62	318,095,000	51.63
Plane	676,600	1.95	149,169,000	24.21
Bus	530,900	1.53	59,695,000	9.69
Rail	172,600	0.50	28,336,000	4.60
Boat	113,800	0.33	3,281,000	0.53
Totals, non-automobile	1,493,900	4.31	240,481,000	39.03
Totals (long-term)	7,257,400	20.93	558,576,000	90.66
Grand totals	34,679,900	100.00	616,150,000	100.00

¹ Subject to revision and excludes Hawaii.

An examination according to the type of transportation shows Canadian motorists accounted for the majority of both the short-term and long-term traffic. In 1966, the number of Canadians leaving and returning to Canada on the same day by automobile totalled 22,494,500 or 65 per cent of all re-entries, up 3.6 per cent over 1965. Estimated expenditures by Canadian short-term motorists advanced 8.8 per cent to a total of \$42.1 million. The average expenditure per person increased slightly to \$1.90 in 1966 from \$1.80 in the preceding year. In contrast, the average outlay per long-term motorist was much higher (\$55.20). Some 5,763,500 motorists stayed one or more nights in the United States and spent an estimated \$318.1 million. Of this amount, residents remaining one night (1.4 million persons) spent \$19.9 million in the United States, an increase of 20 per cent in both volume and expenditures. Persons in automobiles staying two or more nights numbered 4.3 million and spent \$298.2 million, an advance of 18.1 per cent in volume and 19.5 per cent in expenditures. Consequently, the one night group spent \$13.90 per person, an average much lower than that for persons in the two or more nights category who spent \$68.80 per person. The average length of stay per Canadian motorist remaining two or more nights (three or more days) declined to 8.5 days in 1966 from 9 days recorded the previous year. The average expenditure per person per day for this group was \$8.10 in 1966, an increase from the \$7.50 per person per day in 1965.

A more detailed analysis of Canadian automobile traffic is shown by length of stay in Tables 13, 14, and 15. Automobile traffic considered as

spending one day in the United States leaves and returns to Canada on the same day and the two-day class is traffic which remains one night in the United States. A summary of Canadians returning to Canada by automobile, plane, bus, and rail is presented in Statements 20 and 21 for 1966. The great majority (79.6 per cent) of Canadian motorists are found within the one-day group. Since their average expenditure is low (\$1.90 per person per day) expenditures are not affected proportionately to the volume. The two-day category, however, have a higher expenditure per person per day, likely due to the cost of overnight accommodation. This brings about a larger total expenditure in proportion to the volume. Canadian automobile travellers remaining one night in the United States numbered 1,431,100 or 5.1 per cent of the automobile re-entries and spent an average of \$7.00 per person per day. Other than the one-day motorists, the most popular length of stay was in the category three to seven days. Some 2,879,100 persons or 10.2 per cent remained from three to seven days in the United States and their average expenditure was \$9.00 per person per day. Furthermore, 3.1 per cent or 876,300 residents stayed from 8 to 14 days and 1.2 per cent or 347,800 from 15 to 21 days. Both groups spent about \$8.40 per person-day. The remaining 229,200 Canadian motorists who stayed 22 days or over accounted for 0.8 per cent of all automobile re-entries and they spent approximately \$6.50 per person per day. In summary, 28.3 million Canadians returned from visits to the United States by automobile, stayed an average of 2.2 days, and spent about \$5.80 per person per day.

STATEMENT 20. Canadian Travellers Returning to Canada from the United States, classified according to Length of Stay, by Selected Types of Transportation, 1966

Estimated days stay in the the United States	Number of persons			
	Automobile	Plane	Bus ¹	Rail ¹
1 ²	22,494,545	27,913	20,764	3,882
2	1,431,089	70,725	55,168	8,472
3- 7	2,879,118	313,694	224,178	83,296
8-14	876,299	140,771	123,577	38,999
15-21	347,803	72,432	62,340	16,235
22 and over	229,193	79,005	65,648	25,590
Totals	28,258,047	704,540	551,675	176,474

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

Canadians leaving and returning to Canada on the same day by non-automobile means of transportation numbered 4.9 million or 14.2 per cent of the total re-entries in 1966. Payments by these travellers were estimated at \$15.5 million or only 2.5 per cent of the total expenditures. A decrease of

9.9 per cent in the volume and 3.1 per cent in the average expenditure was reflected in the total short-term non-automobile payments, which declined by 12.5 per cent compared to 1965. The number of Canadians returning by non-automobile after staying one or more nights in the United States

increased by 8.1 per cent to a total of 1,493,900, representing 4 per cent of the total re-entries. Estimated expenditures also advanced by 12.0 per cent to a total of \$240.5 million. Payments were partly influenced by an increase in the average expenditure from \$155.40 per person in 1965 to \$161.00 per person in 1966. Reviewing Statement 21, some 80 per cent of the Canadians returning by automobile were recorded in the one-day class. However, Canadians re-entering by non-automobile transportation showed majorities in the categories over two days. About 86 per cent of the plane, the same percentage of the bus, and 93 per cent of the rail re-entries were found within these classes.

A total of 27,900 Canadians returned by plane after short-term visits to the United States, an increase of 2,500 persons over 1965. Payments in the United States by short-term plane travellers were estimated at \$1.6 million in 1966, some \$256,000 more than the previous year. Canadians returning by plane after remaining one or more nights numbered 676,600 or 2 per cent of all re-entries, an advance in numbers of 65,300 over 1965. Influenced by an increase in the average expenditure to \$220.50 per person in 1966, payments by long-term plane travellers advanced to \$149.2 million or 24.2 per cent of all payments. Statement 21 shows that the highest percentage of plane

travellers remained in the United States from three to seven days. This category accounted for 313,700 persons or 44.5 per cent of the total re-entries by plane in 1966. Persons remaining from eight to fourteen days totalled 140,800 or 20 per cent. Plane travellers remaining 22 days or more totalled 79,000 persons and constituted 11.2 per cent of the total, while those staying fifteen to twenty-one days amounted to 72,400 persons or 10.3 per cent.

Canadians leaving and returning to Canada on the same day by bus totalled 20,800 in 1966 and spent \$457,000 in the United States. This represents an increase of 3,300 persons and \$204,000 in expenditures compared to the previous year. Residents returning by bus after long-term visits amounted to 530,900, some 13.2 per cent more than 1965. Expenditures by this group increased by 11.9 per cent to a total of \$59.7 million. A decrease of \$1.30 in the average expenditure lowered the outlay per person to \$112.40 in 1966. The largest number of bus travellers remained in the United States from three to seven days, some 224,200 persons or 40.6 per cent of the bus re-entries. Following the same order as the length of stay by plane and rail traffic, 22.4 per cent or 123,600 bus re-entries remained 8 to 14 days, 11.9 per cent or 65,600 stayed 22 days or over, and 11.3 per cent or 62,300 from 15 to 21 days.

STATEMENT 21. Canadian Travellers Returning to Canada from the United States, Percentage of Volume, classified according to Length of Stay, by Selected Types of Transportation, 1966

Estimated days stay in the United States	Percentage of volume			
	Automobile	Plane	Bus ¹	Rail ¹
1 ²	79.6	4.0	3.8	2.2
2	5.1	10.0	10.0	4.8
3- 7	10.2	44.5	40.6	47.2
8-14	3.1	20.0	22.4	22.1
15-21	1.2	10.3	11.3	9.2
22 and over	0.8	11.2	11.9	14.5
Totals	100.0	100.0	100.0	100.0

¹ Excluding in transit traffic.

² Persons leaving and returning on the same day.

Short-term re-entries by rail totalled 3,900 persons compared to 2,900 persons in 1965. Expenditures by these travellers were estimated at \$82,000 in 1966, in contrast to \$85,000 in the previous year. Canadians returning by rail after a stay of one or more nights numbered 172,600, a decrease of 36,200 from 1965. Payments in the United States by long-term re-entries by rail decreased by 3 per cent to a total of \$28.3 million while the average expenditure advanced to \$164.20 per person in 1966. Rail traffic formed 0.5 per cent of the total

volume and 4.6 per cent of the aggregate expenditures. Some 47.2 per cent of the rail travellers stayed from three to seven days in the United States, while 22.1 per cent remained eight to fourteen days, 14.5 per cent 22 days or over, and 9.2 per cent from 15 to 21 days.

Residents leaving and returning to Canada on the same day by boat increased in 1966 to a total of 24,300 persons. Expenditures by these travellers were estimated at \$79,000, an increase of \$15,000

over 1965. Long-term traffic returning by boat also showed increases in volume and spending. Some 113,800 persons spent \$3.3 million in 1966. The previous year, 92,800 boat re-entries made payments of \$2.5 million in the United States. The average expenditure per person, therefore, rose to \$28.80 in 1966 from \$26.50 in 1965.

It should be noted, the payments by Canadians travelling in the United States for one or more nights include the value of merchandise declared

under the customs exemption privilege. The value declared in 1966 amounted to \$29,130,000, an increase of 12 per cent over the figure of \$26,013,000 recorded in 1965, accounting for 4.7 per cent of the total payments by Canadians in the United States as compared to 4.8 per cent in 1965. The value of merchandise declared during the first quarter totalled \$4.5 million, in the second quarter \$6.8 million, in the third quarter \$12.2 million, and in the last quarter of 1966, some \$5.6 million.

Canadian Travel in the United States by Purpose of Trip

The questionnaire used in the survey asked the respondents to indicate the main reason for their trip to the United States from a list of eight purposes; business, formal study, health, holiday, shopping, in transit through the United States to or from other provinces in Canada, visiting friends or relatives, and "other" purposes. Many persons indicated more than one purpose of visit and, therefore, the questionnaires were grouped into three categories: persons reporting one purpose; those indicating two purposes; and those specifying three or more purposes of trip. The questionnaire response according to these groupings shows that 77.3 per cent were classified into the one purpose of trip, 19.5 per cent into the two purposes, and 3.2 per cent into the three or more purposes of trip.

On this basis, all questionnaires were weighted and combined to present a general view on the purpose of trip of Canadians returning from the United States during 1966. The following resulted: holiday or recreation had the majority with 55.7 per cent of the response; then in order of rank, visiting friends or relatives with 25.7 per cent; business with 7.4 per cent; shopping with 4.5 per cent; persons in transit with 4.2 per cent; health with 1.9 per cent; formal study with 0.5 per cent; and "other" purposes with 0.1 per cent.

When purpose of trip is analysed separately for each of the three categories, although the ratio differs, holiday remains the main reason for travel to the United States. For example, of those reporting one purpose of trip, 59.6 per cent went on vacation and 24.8 per cent visited friends or relatives. Of the Canadians specifying two purposes of visit, 43.4 per cent had been on holiday and 28.8 per cent went to visit friends or relatives. Of the questionnaires reporting three or more purposes of visit, holiday dropped further with 31.4 per cent but the classification visiting friends or relatives remained at 28.8 per cent. The most striking variation occurred within the categories when shopping was specified as the purpose of trip. This reason for travel was specified by only 1.5 per cent of the respondents giving one purpose but was reported by 14.3 per cent of those specifying two purposes and by 21 per cent of those with three or more purposes.

More detailed comparisons on the behaviour pattern of Canadian travellers to the United States are obtained from the questionnaires showing one purpose of trip only. The resulting data for the survey in 1966 are shown in the statements and charts by quarters, province of re-entry, type of transportation, and according to average expenditure and length of stay.

STATEMENT 22. Purpose of Trip¹ reported by Canadians Returning from the United States, compiled Quarterly, Questionnaire Survey, 1966

Period of re-entry	Business	Formal study	Health	Holiday	Shopping	Transit through U.S. ²	Visiting friends or relatives	Other
	per cent							
First quarter	14.2	1.0	3.0	50.0	0.9	1.3	29.3	0.3
Second quarter	9.7	0.6	2.2	53.8	1.9	2.7	29.0	0.1
Third quarter	3.5	0.3	0.5	72.3	1.1	5.4	16.8	0.1
Fourth quarter	14.7	0.6	1.0	41.7	3.2	1.8	36.9	0.1
Year	8.4	0.6	1.4	59.6	1.5	3.6	24.8	0.1

¹ Questionnaires reporting one purpose only.

² "Transit" category introduced in 1966 to include persons in transit through the U.S. to or from other parts of Canada.

In analysing purpose of trip on a quarterly basis certain seasonal patterns are evident. Business and visiting friends or relatives both showed increases in the first and fourth quarters of 1966. Holiday reached a peak in the third quarter, whereas trips for health reasons were highest during the winter months of January, February, and March. During the first and fourth quarters, business recorded percentages of 14.2 and 14.7, respectively, compared to a low of 3.5 per cent in the third quarter. As mentioned, the highest percentage of those reporting health was in the first quarter, 3 per cent, and the lowest during the third quarter, less than one per cent. The category holiday surpassed the other purposes of visit with a high of 72.3 per cent in the third quarter and a low of 41.7 per cent in the fourth quarter. Comparable percentages for 1965 show 66 per cent in the third quarter and 42.9 per cent in the fourth. As usual, shopping trips were most frequent during the fourth quarter with 3.2 per cent reported. Compared to 1965, decreases in the number of persons visiting friends or relatives were evident in the first three quarters but an increase was shown in the fourth quarter with 36.9 per cent recorded. The third quarter registered a low in

visiting of 16.8 per cent. The class "transit through U.S." was included as a purpose of trip in 1966 to determine the number of persons travelling through the United States en route to other provinces in Canada. This category accounted for 3.6 per cent of the response during the year, with 5.4 per cent recorded in the third quarter.

A further review of in transit travel shows that 99 per cent of the persons in this category were Canadians travelling by automobile. However in 1966, due to an air strike, a little less than one per cent were reported in transit by plane. The highest percentage of the in transit travellers by automobile, 29.1 per cent, originated in Ontario and travelled through the United States to the Maritime Provinces. Secondly, 12.4 per cent of this group entered the United States via ports in Quebec en route to the Maritime Provinces. The reverse flow of traffic was somewhat smaller. Only 8.7 per cent of the in transit travel was from the Maritimes to Ontario, and 1.6 per cent gave destinations in Quebec. Therefore, the majority of the in transit Canadian traffic (about 52 per cent) followed the route to and from Quebec, Ontario, and the Maritime Provinces.

STATEMENT 23. Purpose of Trip¹ reported by Canadians Returning from the United States by Type of Transportation, Questionnaire Survey, 1966

Type of transportation	Percentage of persons reporting main purpose of trip							
	Business	Formal study	Health	Holiday	Shopping	Transit through U.S. ²	Visiting friends or relatives	Other
Plane	47.2	1.7	3.4	32.1	0.1	0.2	15.1	0.2
Bus	3.5	1.0	1.5	47.8	3.7	0.1	42.1	0.3
Rail	12.5	1.0	3.4	37.1	2.4	—	43.2	0.4
Boat	0.8	—	0.4	74.1	2.8	—	21.9	—
Totals, non-automobile	32.6	1.4	3.0	36.8	1.2	0.3	24.5	0.2
Automobile	3.6	0.4	1.1	64.1	1.6	4.2	24.9	0.1
Grand totals	8.4	0.6	1.4	59.6	1.5	3.6	24.8	0.1

¹ Questionnaires reporting one purpose only.

² "Transit" category introduced in 1966 to include persons in transit through the U.S. to or from other parts of Canada.

Statement 23 illustrates purpose of trip by type of transportation for the year 1966. With the exceptions of rail and plane travel, holiday or recreation was the main purpose of trip reported by Canadians returning from the United States. Residents who travelled by rail did so chiefly to visit friends or relatives. Over 43 per cent specified this reason while 37 per cent indicated recreation. Plane travellers to the United States went mainly on business trips, some 47 per cent compared to 32 per cent travelling on holiday and

15 per cent to visit friends or relatives. As would be expected, the majority of boat travellers (74 per cent) went to the United States for pleasure, while 22 per cent visited friends or relatives. Of the Canadians returning by bus, 48 per cent indicated holiday as their main reason for travel, while visiting was reported by 42 per cent. Exactly 89 per cent of the automobile traffic was distributed between holiday and visiting, with recreation accounting for 64 per cent and visiting friends or relatives 25 per cent.

In Statement 24 purpose of trip is presented by province of re-entry for 1966. The province of re-entry does not always mean the province of residence since many Canadians may re-enter through one province en route to their resident province. Interesting variations do arise, however, in comparing province of re-entry and purpose of trip.

On the overall, holiday and visiting are the main reasons Canadians travel to the United States and this holds true by province of re-entry. However, the percentages vary between 40 and 68 per cent in the category holiday and between 19 and 32 per cent in the group visiting friends or relatives. About 68 out of every 100 residents who returned from the United States into Quebec reported recreation or holiday as their purpose of trip. Alberta followed in the holiday category with 60.2 per cent and then British Columbia, including the

Yukon Territory, with 58 per cent. Of the re-entries into Ontario, 32.1 per cent specified visiting friends or relatives, the highest percentage per province for this purpose. The Maritime Provinces were next, recording 28.6 per cent in this category, while British Columbia came up with 28 per cent. Also in 1966, the highest percentage of business trips per province of re-entry was recorded by Alberta with 12.2 per cent; followed by Quebec with 10.6 per cent, while the lowest percentage for this purpose was reported by re-entries to the Maritimes, 2.8 per cent. However, re-entries to the Atlantic Provinces showed the highest proportion of in transit travel, 25.6 per cent. Manitoba and Saskatchewan recorded over 12 per cent each in this same category. Although the overall average for Canadians travelling for reasons of health was 1.4 per cent, Ontario received the highest proportion per province, 2.1 per cent.

STATEMENT 24. Purpose of Trip¹ reported by Canadians Returning from the United States by Province of Re-entry, Questionnaire Survey, 1966

Province of re-entry	Business	Formal study	Health	Holiday	Shopping	Transit through U.S. ²	Visiting friends or relatives	Other
	per cent							
Maritimes	2.8	0.5	1.1	39.7	1.6	25.6	28.6	0.1
Quebec	10.6	0.5	1.0	68.2	0.3	0.8	18.5	0.1
Ontario	7.2	0.3	2.1	54.3	1.7	2.1	32.1	0.2
Manitoba	7.2	0.8	1.2	54.2	2.3	12.5	21.8	—
Saskatchewan	4.0	0.9	1.4	57.2	3.6	12.9	19.9	0.1
Alberta	12.2	1.2	1.6	60.2	2.3	3.0	19.4	0.1
British Columbia and Yukon Territory	8.2	0.7	1.1	58.0	3.3	0.6	28.0	0.1
Canada	8.4	0.6	1.4	59.6	1.5	3.6	24.8	0.1

¹ Questionnaires reporting one purpose only.

² "Transit" category introduced in 1966 to include persons in transit through the U.S. to or from other parts of Canada.

During 1966, Canadian residents travelling to shop and in transit travellers through the United States remained 3.2 days per trip and were affected very little by seasonal fluctuations throughout the year. In sharp contrast, Canadians who journeyed to the United States for reasons of health stayed 47.9 days, with the longest stay in the second quarter, 87 days. Canadians visiting friends or relatives spent an average of 7.2 days, about 2 days less than those reporting recreation as their main purpose of trip. Residents returning in the Western Provinces after visiting friends or relatives remained approximately 9.2 days, longer than the re-entries into Ontario and Quebec who averaged about 6.3 days. However, Westerners

spent less time for recreation or holiday, with an average stay of 8.8 days, than the residents of Ontario and Quebec who recorded 10 days on an average. The average length of stay for persons on holiday was affected seasonally, influenced by longer trips to the Southern States during the winter months. For example, 15.7 days was the average time spent for recreation in the first quarter compared to 8.3 days in the third quarter of 1966. Persons on business averaged 5.9 days in the United States, down slightly from 1965. Respondents indicating "other" purposes of trip stayed an average of 11.3 days, an increase of 1.4 days over the figure in 1965.

A further analysis, of the questionnaire survey of 1966, shows the purpose of trip related to the average expenditure per person and the average expenditure per day. Although the average expenditure per person was the highest for the classification health, the pattern did not follow for expenditures on a per person per day basis. Canadians visiting the United States for reasons of health spent the most per trip in 1966, with an average of \$428 per person. On a per person per day basis, the average expenditure for health was \$8.93 per person, fourth position in relation to the other purposes.

In most cases, the average expenditure per person decreased compared to 1965. Canadians travelling to the United States on business spent \$158 on the average in 1966, \$5 less than the previous year. However, per person per day, \$27 was expended in contrast to \$26 in 1965. Canadians travelling in transit through the United States spent the least, \$22.91 per person, while persons reporting "other" reasons for travel spent \$59.26 per person. Residents in transit averaged an expenditure of \$7.20 per person per day, while the rate for those travelling for "other" reasons was lower, \$5.23 per person per day.

Canadian residents visiting the United States on a holiday spent an average of \$100 per person and \$10.53 per person-day, both averages decreasing compared to 1965. Residents returning through Ontario ports spent the greatest amount per person, whereas the lowest average expenditure was recorded for the Maritimes. Another observation

is that plane travellers on holiday had a higher average expenditure per person (\$298) than those using other means of transportation.

Considering persons visiting friends or relatives in the United States, the average expenditure per person was \$41.86 compared to \$55.55 in 1965. The average expenditure per person per day also dropped for this category from \$6.41 to \$5.80 in 1966. Respondents returning to Canada by plane again recorded the highest average expenditure per person, \$143, while Canadians returning by automobile accounted for the least in the visiting class, with a figure of \$30.59 per person. Again, in 1966 residents returning in Alberta spent more per person while visiting United States friends or relatives, almost \$35 above the overall average expenditure per person. Re-entries into Quebec after visiting spent the least amount, some \$34 per person or \$8 below the Canada average.

Comparable to those visiting friends, the average expenditure for persons shopping was \$42 in 1966, very little change from the preceding year. Shopping on a day basis ran second to business with an average expenditure of \$12.79 per person, again almost the same as 1965. The average expenditure of Canadians returning by plane from shopping increased this year to \$115 per person. On the other hand, persons returning by car from shopping trips spent an average of \$40 per person. On a provincial basis, residents re-entering at Quebec ports continued to spend the most per shopper, \$57 on the average, about \$15 per person above the overall average.

Travel Between Canada and Overseas Countries

Volume

In 1966, travel between Canada and overseas countries continued to expand with increases in the volume of traffic over previous years. A total of 410,763 non-immigrants arrived in Canada from overseas countries while the number of Canadians visiting countries other than the United States

came to 502,925 persons. A breakdown of this traffic reveals that 149,502 visitors entered Canada direct from overseas countries and 261,261 entered via the United States. On the other hand, Canadians returning direct from overseas countries amounted to 422,925 persons while residents returning via the United States totalled 80,000 persons in 1966.

STATEMENT 25. Balance of Payments on Travel Account Between Canada and Overseas Countries,¹ 1965 and 1966²

	All overseas countries		United Kingdom		Other sterling area		Other O.E.C.D. in Europe		All other countries	
	1965	1966	1965	1966	1965	1966	1965	1966	1965	1966
millions of dollars										
Receipts	87	110	34	39	9	12	27	36	17	23
Payments	248	272	89	94	27	29	106	120	26	29
Net balance	- 161	- 162	- 55	- 55	- 18	- 17	- 79	- 84	- 9	- 6

¹ Exclusive of Hawaii.

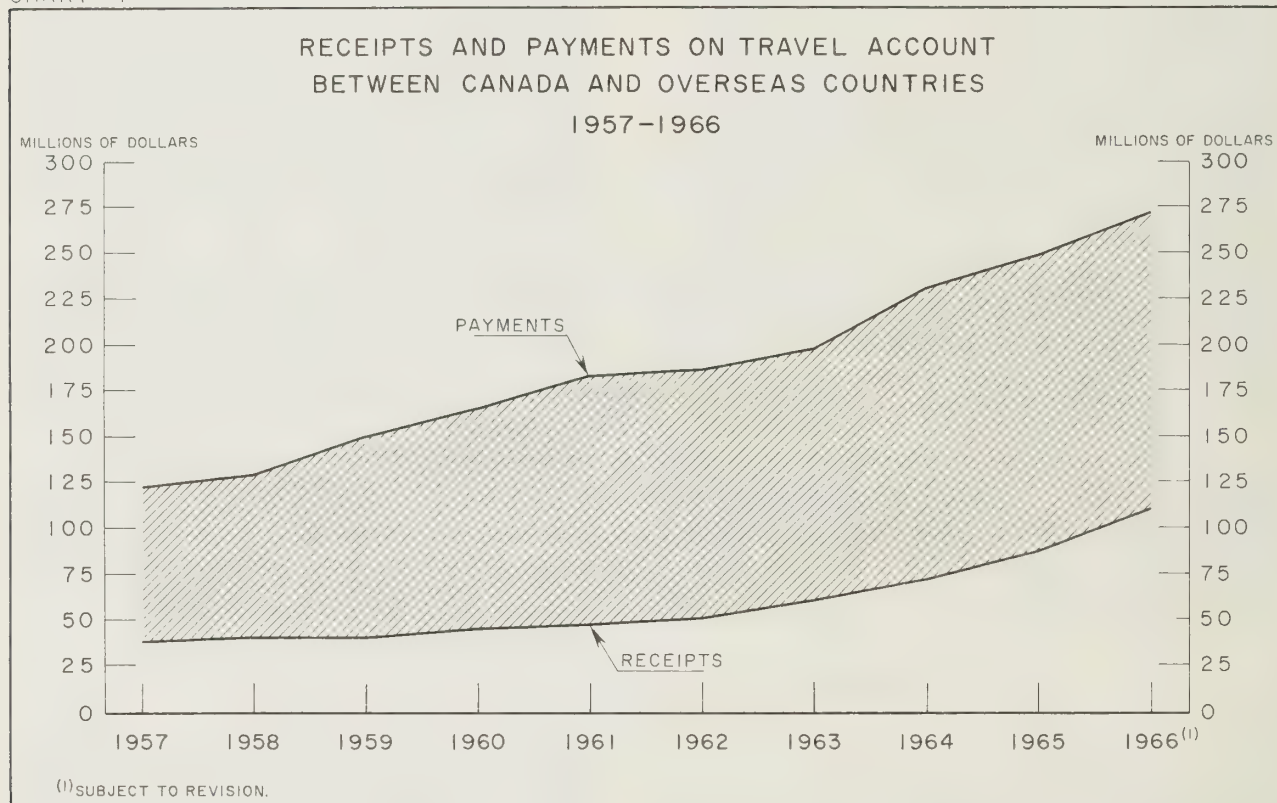
² Subject to revision.

Expenditures

The net total expenditures involved in travel between Canada and overseas countries are estimated at \$382 million in 1966, compared with total expenditures of \$335 million in 1965. Receipts from overseas visitors to Canada comprised \$110 million, an increase of \$23 million while payments by Canadian travellers to overseas countries

accounted for \$272 million (excluding \$12 million spent in Hawaii), an increase of \$24 million over 1965. Since the payments by Canadian travellers are greater than the receipts from overseas visitors, a deficit balance of \$162 million arose in 1966. However, this debit balance represents an increase of only \$1 million in contrast with the deficit of \$161 million in 1965.

CHART-4



Overseas Visitors to Canada

Volume and Expenditures

The year 1966 marked an increase in the number of overseas visitors to Canada. Non-immigrants entering Canada direct from overseas countries totalled 149,502 persons, an increase of 16,582 visitors compared to 1965. Overseas travellers entering Canada via the United States amounted to 261,261 persons. A comparison of the volume of overseas visitors travelling to Canada via the United States cannot be made since data on volume are incomplete in the first half of 1965. A quarterly comparison of direct arrivals shows decreases in the first and second quarters of 4.4 and 3.3 per cent. However, large increases of direct arrivals in the third and fourth quarters of 28.4 and 18.7 per cent led to the overall increase of 12.5 per cent.

During 1966, the estimated receipts from residents of overseas countries amounted to \$110 million, some \$23 million more than the receipts of \$87 million recorded in 1965. Expenditures by overseas visitors arriving in Canada direct are estimated at \$70 million while receipts from overseas travellers entering Canada via the United States came to \$40 million. The comparable figures for 1965 were \$59 million spent by direct arrivals and \$28 million received from overseas entries via the United States. A quarterly comparison with the previous year shows that total receipts from residents of overseas countries remained at \$10 million in the first quarter of 1966 but increased by \$3 million to a total of \$28 million in the second quarter, by \$13 million to \$52 million in the third quarter, and by \$7 million to \$20 million in the fourth quarter.

**STATEMENT 26. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Ports of Entry, compiled Quarterly, 1966**

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Airports:					
Gander, Nfld.	187	451	1,101	317	2,056
Halifax, N.S.	571	744	1,026	336	2,677
Montreal, Que.	8,201	17,997	23,537	11,280	61,015
Toronto, Ont.	4,018	13,286	28,439	6,732	52,475
Windsor, Ont.	87	23	109	86	305
Winnipeg, Man.	316	1,098	2,056	302	3,772
Edmonton, Alta.	72	868	1,358	150	2,448
Vancouver, B.C.	1,130	3,033	4,335	2,549	11,047
Totals	14,582	37,500	61,961	21,752	135,795
Seaports:					
Halifax, N.S.	124	1,127	170	125	1,546
Montreal, Que.	—	352	1,128	461	1,941
Quebec, Que.	120	2,387	3,072	739	6,318
Vancouver, B.C.	215	461	165	137	978
Totals	459	4,327	4,535	1,462	10,783
All other ports	174	815	1,408	527	2,924
Grand totals	15,215	42,642	67,904	23,741	149,502

Type of Transportation

The number of non-immigrants entering Canada direct from overseas countries is illustrated in Statement 26. Of the total direct entries, 135,795 or 91 per cent arrived by air at major airports, 10,783 or 7 per cent disembarked at major seaports, and 2,924 or 2 per cent entered Canada through all other ports. In the residual category, 2,667 persons arrived at airports and 257 persons at seaports. Of the three main airports of Montreal, Toronto, and Vancouver, only Malton Airport in Toronto showed an increase in the volume of overseas traffic, some 19,508 persons more than in 1965, while the airports of Montreal and Vancouver recorded decreases in the number of arrivals, 529 and 752 persons, respectively. Of the other airports listed, Gander and Edmonton showed increases of 1,067 and 761 arrivals to Canada while the airports of Halifax, Windsor, and Winnipeg displayed decreases of 1,783; 423; and 104 persons, respectively. Reviewing the number of entries at major seaports, Quebec and Vancouver showed decreases of 3,307 and 41 persons, respectively, while Halifax and Montreal realized increases of 711 and 401 non-immigrants compared to 1965.

Country of Residence

Quarterly data on the number of overseas visitors to Canada by country of residence are

shown in Statement 27. This statement refers to those overseas travellers coming directly to Canada in 1966.

Of the total visitors entering Canada direct from overseas countries, 46 per cent or 68,219 persons came from the United Kingdom, 11,694 more than in 1965 when 43 per cent arrived from this area. Travellers from other European countries within the Organization for Economic Co-operation and Development accounted for 33 per cent or 49,549 visitors, compared to 35 per cent in 1965. A total of 11,971 persons or 8 per cent of the overseas visitors arrived in Canada from the Commonwealth countries indicated, the same proportion as the previous year, while 13 per cent or some 19,763 visitors arrived from all other areas and countries not specified. On a country basis not including the United Kingdom, the greatest number of visitors was from West Germany, 11,596 persons which represents an increase of 1,131 travellers over 1965. The number of residents arriving from The Netherlands, in turn, totalled 9,857 persons, an increase of 1,172 visitors, while persons entering Canada from France amounted to 8,661 travellers, 588 more than in 1965. Overseas visitors direct to Canada in 1966 entered in greater numbers in the second and third quarters when 74 per cent of the total overseas travellers arrived during the months of April to September inclusive.

**STATEMENT 27. Non-immigrant Visitors Entering Canada Direct from Overseas Countries,
Principal Countries, compiled Quarterly, 1966**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom	5,022	19,072	35,078	9,047	68,219
Commonwealth countries (n.e.s.)	1,861	2,778	5,208	2,124	11,971
Australia	344	717	1,152	583	2,796
Bahamas	211	152	116	48	527
Barbados	135	172	216	73	596
Bermuda	231	266	435	162	1,094
Hong Kong	42	81	361	103	587
India	107	207	520	223	1,057
Jamaica	423	531	1,298	455	2,707
New Zealand	128	362	515	254	1,259
Pakistan	81	49	142	55	327
Trinidad and Tobago	159	241	453	168	1,021
O.E.C.D. in Europe (n.e.s.)	5,925	15,908	20,064	7,652	49,549
Austria	113	325	355	203	996
Belgium	185	434	1,221	259	2,099
Denmark	170	620	1,032	261	2,083
France	1,322	2,229	3,564	1,546	8,661
Germany	1,380	3,971	4,548	1,697	11,596
Greece	496	675	594	259	2,024
Ireland (Republic)	60	310	431	190	991
Italy	633	1,327	1,530	749	4,239
Netherlands, The	663	3,901	4,203	1,090	9,857
Norway	234	527	860	418	2,039
Portugal	169	433	375	112	1,089
Spain	83	157	187	195	622
Sweden	196	458	405	303	1,362
Switzerland	221	541	759	370	1,891
Europe (n.e.s.)	660	1,665	1,607	1,285	5,217
Czechoslovakia	78	260	240	143	721
Finland	43	252	226	69	590
Poland	157	248	362	236	1,003
U.S.S.R.	80	152	148	404	784
Yugoslavia	116	204	207	130	657
Other European countries	186	549	424	303	1,462
Africa	153	462	706	222	1,543
South Africa (Republic)	54	230	256	94	634
Other African countries	99	232	450	128	909
Asia (n.e.s.)	474	774	1,847	1,164	4,259
China	50	52	203	136	441
Japan	344	571	1,080	804	2,799
Other Asian countries	80	151	564	224	1,019
Middle East	179	392	653	318	1,542
Israel	68	175	262	141	646
Other Middle East countries	111	217	391	177	896
Central America	437	677	943	847	2,904
Mexico	392	579	745	743	2,459
Other Central American countries	45	98	198	104	445
South America	222	404	621	406	1,653
Argentina	66	152	153	106	477
Other South American countries	156	252	468	300	1,176
West Indies (n.e.s.)	112	173	274	86	645
Other countries	170	337	903	590	2,000
Grand totals	15,215	42,642	67,904	23,741	149,502

Destination

Data on the province of destination of overseas visitors entering Canada direct have been compiled from the response to the questionnaire survey for 1966. Questionnaires from respondents reporting one or more destinations have been weighted and combined to give the percentages noted in Statement 28.

Of the overseas visitors completing questionnaires, 33.6 per cent reported Ontario as their destination, 25.8 per cent indicated British Columbia, 24.7 per cent Quebec, 10.7 per cent Alberta, 3.4 per cent Manitoba and Saskatchewan, and 1.8 per cent specified the Atlantic Provinces. The distribution varied somewhat according to the country

of residence of overseas visitors to Canada. As might be expected, 42.6 per cent of the residents from the United Kingdom visited Ontario and 79.1 per cent of the arrivals from France went to Quebec. The main destination of visitors from Germany and The Netherlands was Ontario with 31.6 and 37.0 per cent, respectively. Of the persons entering direct from other European countries not mentioned, 49.2 per cent specified Quebec while 43.3 per cent of the arrivals from other Commonwealth countries indicated British Columbia as their destination. British Columbia also attracted the largest proportion of the visitors from Scandinavian countries, 33.8 per cent, while 36.7 per cent of the travellers from all other countries went to Quebec.

STATEMENT 28. Destination reported by Overseas Visitors Entering Canada Direct, by Country of Residence, 1966

Country of residence	Province of destination						
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia
	per cent						
United Kingdom	2.4	17.5	42.6	3.4	1.8	9.7	22.6
Continental Europe only:							
Germany	2.2	29.6	31.6	1.2	0.8	12.3	22.3
France	—	79.1	15.2	0.6	—	2.3	2.8
Netherlands, The	1.3	13.5	37.0	1.1	—	21.3	25.8
Scandinavian countries ¹	1.0	24.7	27.9	1.3	—	11.3	33.8
Other European countries	1.7	49.2	20.8	1.4	—	2.9	24.0
Other Commonwealth countries	0.9	22.2	17.8	1.2	0.7	13.9	43.3
All other countries	0.2	36.7	18.6	1.0	—	11.8	31.7
Grand totals	1.8	24.7	33.6	2.3	1.1	10.7	25.8

¹ Denmark, Norway and Sweden.

Purpose of Trip

Information on purpose of trip is compiled from questionnaires distributed to overseas visitors at ports of entry into Canada. All questionnaires showing one or more purposes of trip were weighted and combined in the data for 1966 displayed in Statement 29.

The same pattern as in 1965 was recorded in 1966, as the main reason given for overseas travel direct to Canada was to visit friends or relatives. Based on the response, 66.3 per cent of the overseas visitors arrived in Canada for this reason, compared to 17.6 per cent on business trips, 14.4 per cent for recreation, 1.6 per cent on government service, and 0.1 per cent for formal study.

A quarterly review shows a high proportion, 80.6 per cent, of the overseas travellers arriving in the third quarter visited friends and relatives, while 48.2 per cent entered for this reason in the first quarter. Because of the large number of

respondents specifying visits to friends or relatives, business as a purpose of trip accounted for only 6.2 per cent of the aggregate in the third quarter but was specified by 36.9 per cent in the first quarter. On the other hand, the proportion indicating recreation as a reason to visit Canada was highest in the second quarter with 20.4 per cent, followed by 11.6, 12.1, and 13.8 in the first, third, and fourth quarters, respectively.

Purpose of trip according to areas of residence shows the main reason given for travel to Canada was visiting friends or relatives which varied from 37.9 per cent of the visitors from all other countries to 77.4 per cent of those travellers from the United Kingdom. However, the reverse occurred for business reported as a purpose of trip, with a variance from 11.5 per cent of residents from the United Kingdom to 31.1 per cent of the visitors from all other countries. Recreation as a reason for visiting Canada was specified by 31.9 per cent of the visitors from other Commonwealth countries compared to only 9.8 per cent of the arrivals from the United Kingdom.

**STATEMENT 29. Purpose of Trip reported by Overseas Visitors to Canada,
compiled Quarterly by Country of Residence, 1966**

Country of residence	Business	Formal study	Recreation	Visiting friends or relatives	Government service
	per cent				
Aeroplane and vessel:					
First quarter:					
United Kingdom	28.7	—	8.3	60.9	2.1
Other European countries	44.4	—	9.1	44.1	2.4
Other Commonwealth countries	33.3	—	23.3	36.7	6.7
All other countries	35.0	—	25.0	30.0	10.0
Totals	36.9	—	11.6	48.2	3.3
Second quarter:					
United Kingdom	19.8	0.2	14.9	64.3	0.8
Other European countries	40.3	0.7	13.5	41.9	3.6
Other Commonwealth countries	18.3	—	39.1	41.0	1.6
All other countries	37.6	—	28.7	33.7	—
Totals	26.8	0.3	20.4	50.9	1.6
Third quarter:					
United Kingdom	3.5	—	9.2	86.2	1.1
Other European countries	7.3	0.4	11.9	79.3	1.1
Other Commonwealth countries	11.9	—	30.4	57.7	—
All other countries	25.2	—	26.1	47.9	0.8
Totals	6.2	0.1	12.1	80.6	1.0
Fourth quarter:					
United Kingdom	22.3	—	6.6	69.3	1.8
Other European countries	41.6	—	16.3	38.8	3.3
Other Commonwealth countries	20.7	—	23.4	55.0	0.9
All other countries	31.6	—	34.9	29.6	3.9
Totals	27.6	—	13.8	56.3	2.3
Year:					
United Kingdom	11.5	0.1	9.8	77.4	1.2
Other European countries	25.8	0.4	12.8	58.8	2.2
Other Commonwealth countries	18.3	—	31.9	48.4	1.4
All other countries	31.1	—	29.0	37.9	2.0
Grand totals	17.6	0.1	14.4	66.3	1.6

Length of Stay

In 1966, the average length of stay of overseas visitors travelling direct to Canada was 26 days per person compared to 34 days in 1965. This decline in the average length of stay may be associated with the increase in the number of plane travellers from overseas countries. On the whole, decreases in the average length of stay occurred for travellers from all areas of residence.

Travellers from the United Kingdom remained 28 days in Canada, 10 days less than the previous year. Visitors from other European countries stayed 29 days, a decrease of 9 days. Persons arriving from other Commonwealth countries spent an average of 20 days, one day less than in 1965, while residents from areas not already mentioned remained only 16 days on an average, the same as the preceding year.

Summary of Canadian Travel Overseas (Direct and Via the United States)

Following the increase of 17 per cent in the number of Canadians travelling overseas in 1965, the trend continued with a gain of 10 per cent in 1966 to a total of 502,925. The number of Canadians returning direct from overseas countries accounted for 422,925 persons and recorded an increase of 9.5 per cent over the previous year. An advance of 14.3 per cent raised the number of residents returning from overseas via the United States from 70,000 in 1965 to 80,000 in 1966.

Gross expenditures of Canadian travellers overseas were estimated at \$386 million in 1966. This figure includes \$189 million in payments for oceanic transportation and \$197 million spent within overseas countries, but excludes \$12 million estimated as expenditures in Hawaii. The total transportation costs are made up of payments of \$106 million to Canadian carriers, \$75 million to overseas carriers, and \$8 million to United States carriers. Therefore, the net expenditures of Canadians

overseas are the sum of the payments within overseas countries and the cost of oceanic transportation provided by overseas carriers which in total equals \$272 million, some 9.7 per cent more than the \$248 million in 1965.

An analysis of the net expenditures by areas in 1966 shows that \$94 million was spent in the United Kingdom, \$120 million in Continental Europe, \$29 million in other Commonwealth countries and the same amount (\$29 million) in all other countries. Compared to 1965, this represents increases of \$5 million in payments to the United Kingdom, \$14 million to Continental Europe, \$2 million to other Commonwealth countries, and \$3 million to all other countries.

Based on the 1966 questionnaire survey, an estimate of the number of Canadians visiting the

main overseas areas or countries is as follows: United Kingdom, 121,000; the United Kingdom and other European countries, 101,000; Continental European countries, 114,000; Bermuda and the Caribbean, 71,000; Mexico, 29,000; Hawaii, 29,000; and all other countries, 38,000 persons.

A further breakdown of the overseas survey made it possible to estimate the number of visits made by Canadians to European countries both direct and via the United States. In 1966, a total of 535,000 visits were made by 215,000 persons travelling to countries within Europe, which indicates that many Canadians visited more than one country during their trip. An estimated 90,000 visits were made to France; 79,000 to Germany; 61,000 to The Netherlands; 56,000 to Switzerland; 50,000 to Italy; and 38,000 to the Scandinavian countries of Denmark, Norway, and Sweden.

Canadian Travel Overseas (Direct)

Volume

The number of Canadian travellers returning direct from trips to overseas countries continued to increase in 1966. A total of 422,925 Canadian residents returned direct from overseas during the year, an increase of 36,575 persons compared to the total of 386,350 in 1965. The majority of Canadian travellers, 38 per cent, returned from overseas in the third quarter while 21 per cent

re-entered in the first, 24 per cent in the second, and 17 per cent in the fourth quarter of 1966. Increases were realized in the number of Canadians returning in the first three quarters of the year but a decrease of 3.5 per cent was registered in the fourth quarter when 71,004 residents re-entered Canada. Gains of 23.1; 10.8; and 8.2 per cent were recorded in the first, second, and third quarters to give totals of 91,138; 101,976; and 158,807 persons, respectively.

STATEMENT 30. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, 1962 - 66

Port of re-entry	1962	1963	1964	1965	1966
Airports:					
Gander, Nfld.	6,962	5,421	4,537	3,139	4,793
Halifax, N.S.	5,817	7,610	7,673	9,854	10,424
Sydney, N.S.	906	1,111	695	1,371	1,344
Montreal, Que.	104,184	105,399	119,866	139,025	162,398
Ottawa, Ont.	2,253	2,145	5,194	3,265	4,292
Toronto, Ont.	57,472	77,578	89,839	115,200	125,895
Trenton, Ont.	5,276	10,941	16,024	27,988	23,957
Winnipeg, Man.	4,357	5,726	8,285	8,044	7,897
Calgary, Alta.	438	1,350	3,193	5,142	7,302
Edmonton, Alta.	4,107	6,694	8,572	7,442	3,906
Vancouver, B.C.	19,806	23,652	26,616	33,211	43,631
Totals	211,578	247,627	290,494	353,681	395,839
Seaports:					
Halifax, N.S.	2,550	2,295	2,186	1,768	2,048
Saint John, N.B.	2,283	233	77	70	63
Quebec, ¹ Que.	27,713	23,786	18,891	17,398	12,627
Vancouver, B.C.	2,718	2,160	2,529	2,270	2,334
Totals	35,264	28,474	23,683	21,506	17,072
All other ports	6,558	5,956	8,468	11,163	10,014
Grand totals	253,400	282,057	322,645	386,350	422,925

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

Expenditures

The gross expenditures of Canadians returning direct from overseas countries in 1966 were estimated at \$319 million (excludes \$10 million spent in Hawaii), representing an increase of 11 per cent over the figure of \$288 million recorded in 1965. The gross payments of \$319 million include \$95 million paid to Canadian carriers, \$58 million to overseas carriers, and \$2 million to United States carriers for oceanic transportation. The latter payment is debited in the United States-Canada Travel Account and the amounts paid to Canadian carriers are domestic rather than international transactions. The proportion of the oceanic transportation costs received by Canadian carriers represents an increase of \$13 million or 16 per cent over 1965, while receipts by overseas carriers advanced by \$4 million or 7 per cent, and payments to United States carriers remained unchanged compared to 1965. The net payments made by Canadians to overseas countries, therefore, were estimated at \$222 million which involves \$164 million spent within overseas countries and the \$58 million paid to overseas oceanic carriers.

A quarterly analysis of expenditures by Canadians in overseas countries, exclusive of transportation costs to United States and Canadian carriers, reflects a decline of \$1 million or 2 per cent in the fourth quarter payments of \$42 million but gains were realized in the other three quarters. Payments in the first quarter were \$8 million or 27 per cent more than the \$30 million recorded in the same quarter of 1965, while the second quarter rose by \$5 million to \$56 million and the third quarter by \$7 million to \$86 million.

A breakdown of the estimated expenditures by areas, excluding \$155 million in oceanic transportation costs, shows that \$57.6 million was spent in the United Kingdom, some \$6.4 million more than in 1965. Expenditures in Continental European countries rose by \$8.5 million to \$76.3 million while payments made by Canadians for travel in Commonwealth countries totalled \$17.3 million, a decrease of \$1.2 million or 6.5 per cent. Expenditures in all other countries came to \$12.6 million compared to \$11.7 million in 1965.

**STATEMENT 31. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, compiled Quarterly, 1966**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Airports:					
Gander, Nfld.	614	1,155	2,195	829	4,793
Halifax, N.S.	2,588	2,990	2,718	2,128	10,424
Sydney, N.S.	—	—	1,302	42	1,344
Montreal, Que.	26,225	39,785	66,672	29,716	162,398
Ottawa, Ont.	1,203	1,466	1,341	282	4,292
Toronto, Ont.	34,835	33,044	40,429	17,587	125,895
Trenton, Ont.	3,848	5,749	8,924	5,436	23,957
Winnipeg, Man.	750	2,101	4,072	974	7,897
Calgary, Alta.	733	1,701	3,663	1,205	7,302
Edmonton, Alta.	924	1,080	1,354	548	3,906
Vancouver, B.C.	14,735	8,972	12,623	7,301	43,631
Totals	86,455	98,043	145,293	66,048	395,839
Seaports:					
Halifax, N.S.	601	752	366	329	2,048
Saint John, N.B.	—	—	—	63	63
Quebec, ¹ Que.	139	1,896	7,934	2,658	12,627
Vancouver, B.C.	1,075	447	489	323	2,334
Totals	1,815	3,095	8,789	3,373	17,072
All other ports	2,868	838	4,725	1,583	10,014
Grand totals	91,138	101,976	158,807	71,004	422,925

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above includes some military personnel and dependents.

Type of Transportation

Canadian residents returning direct from overseas countries in 1966 are shown according to the mode of transportation in Statement 30. As demonstrated by the continual increase in the number of Canadians returning from overseas at major airports, the plane has become the most popular means of transportation. For example, in 1962, 83 per cent of the Canadians travelling overseas returned by air while, in 1966, 94 per cent of the residents returned to Canada by plane. Sea travel, on the other hand, continues to decline from year to year as a means of travel overseas; some 14 per cent returned to Canada at main seaports in 1962 but only 4 per cent re-entered by sea in 1966. In comparison to 1965, the number of re-entries at major airports increased by 12 per cent or 42,089 residents to a total of 395,770 persons and the number of Canadian travellers returning through main seaports decreased by 21 per cent or 4,434 persons to a total of 17,072 residents. Of the total

re-entries at specified airports, 84 per cent returned at Montreal, Toronto, and Vancouver. This represents increases of 17, 9, and 31 per cent, respectively, for the three airports. The only decreases in the number of Canadians returning were reported at the airports of Sydney, Trenton, Winnipeg, and Edmonton. The port of Quebec City received the majority of sea travellers, 74 per cent, registering a decrease of 27 per cent or 4,771 re-entries compared to 1965. The residual class "all other ports", which includes small airports and seaports, comprised 2 per cent of the total re-entries and recorded a decrease of 10 per cent in the number of Canadians returning direct from overseas countries.

Province of Residence

Data on the province of residence of Canadians returning direct from overseas countries were compiled for 1966 and appear by quarters in Statement 32, and by destination in Statement 33.

STATEMENT 32. Province of Residence of Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly, 1966

Province of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	9.5	30.0	47.0	13.5	100.0
Quebec	22.1	26.9	34.1	16.9	100.0
Ontario	20.5	30.0	40.2	9.3	100.0
Manitoba and Saskatchewan	25.1	21.5	36.6	16.8	100.0
Alberta	31.7	21.3	32.5	14.5	100.0
British Columbia	36.4	18.1	34.0	11.5	100.0
Canada	21.5	24.1	37.6	16.8	100.0

¹ Including Hawaii.

STATEMENT 33. Province of Residence of Canadians Returning Direct from Overseas Countries, by Destination, 1966

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	7.3	10.7	62.3	10.2	9.5	100.0
United Kingdom and other European countries	8.5	18.0	53.3	11.2	9.0	100.0
Other European countries only	2.4	32.7	45.2	12.3	7.4	100.0
Bermuda and Caribbean	8.9	26.8	60.3	2.6	1.4	100.0
Hawaii	0.5	2.9	4.8	26.3	65.5	100.0
Mexico	0.4	24.0	34.7	23.0	17.9	100.0
Combined destinations	3.1	34.0	36.8	11.5	14.6	100.0
All other countries	2.5	45.0	32.5	8.7	11.3	100.0
Totals	5.7	20.0	50.0	11.8	12.5	100.0

Except for British Columbia, on a provincial basis the largest percentage of Canadians travelled in the third quarter. Residents from Eastern Canada tend to travel mainly in the third quarter but westward the percentage drops and the first quarter gradually increases. For example, 47 per cent of the residents from the Atlantic Provinces, 34 per cent of those from Quebec, and 40 per cent of the travellers from Ontario returned from overseas in the third quarter. The percentage of residents returning in the first quarter was low for these provinces, 10, 22, and 21 per cent, respectively. The response also shows that 37 per cent of the travellers from Manitoba and Saskatchewan, 33 per cent of those from Alberta, and 34 per cent of the residents from British Columbia returned from visits overseas in the third quarter. However, the first quarter recorded the second highest percentage for those travellers from the Prairie Provinces and the largest proportion, 36 per cent, for residents returning to British Columbia. This trend may be attributed to the flow of residents from the Western Provinces to Hawaii during the winter months of the year.

A review of Statement 33 on the destination of Canadians by province of residence reveals that the majority of the travellers returning direct from visits to overseas countries were from Ontario. Of the visitors to the United Kingdom only, 62 per cent were from Ontario, and of the travellers to the United Kingdom and Continental Europe, 53 per cent were also residents of Ontario. The percentage of Ontario residents visiting other European countries only, was lower, 45 per cent, while the proportion of Quebec residents to this area was 33 per cent. Again the majority of the Canadian travellers visiting Bermuda, the Caribbean, and Mexico resided in Ontario, whereas of those reporting Hawaii as a destination, 66 per cent were residents of British Columbia and 26 per cent originated from the Prairie Provinces. Residents of Quebec accounted for 45 per cent of the visits by Canadians to all other countries.

Based on data from the census population estimates of the first of June 1966, comparisons may be made between the percentage of persons the provinces contribute to the total population of Canada and the percentage of residents returning direct from overseas countries. Ontario residents, who comprise 34 per cent of the total population, made up 50 per cent of the Canadians travelling overseas. On the other hand, Quebec, with 29 per cent of the resident population, contributed a lesser percentage to the total overseas travellers, 20 per cent. The Atlantic Provinces with 10 per cent and the Prairie Provinces with 17 per cent of the population formed 6 and 12 per cent, respectively. Lastly, 12 per cent of the Canadians returning from overseas originated from British Columbia which consists of 10 per cent of the total population of Canada.

From these distributions, it is possible to estimate the number of residents of each province returning to Canada from visits to overseas countries. Estimates for 1966 are as follows: Atlantic Provinces, 24,000; Quebec, 85,000; Ontario, 211,000; Manitoba, Saskatchewan, and Alberta, 50,000; and British Columbia, 53,000; for a rounded total of 423,000 persons.

Destination

The results of the questionnaire survey on the destination of Canadian travellers returning direct from overseas trips are illustrated in Statement 34 for the years 1962 to 1966 and in Statement 35 for the quarters of 1966. Most of the data are presented by area since many Canadians who travel to Europe visit several countries during one trip.

In 1966, 75 per cent of the total respondents reported trips to European countries. A further breakdown shows 28 per cent visited the United Kingdom only, 22 per cent travelled to the United

STATEMENT 34. Destination reported by Canadians Returning Direct from Overseas Countries, 1962 - 66

Destination reported	1962	1963	1964	1965	1966
	per cent				
Aeroplane and vessel:					
United Kingdom only	29.2	27.7	25.1	25.0	27.6
United Kingdom and other European countries	22.1	22.1	23.9	22.8	22.0
Other European countries only	22.0	22.3	25.3	24.0	25.2
Bermuda and Caribbean	13.6	14.0	11.9	13.2	11.3
Hawaii	3.3	4.1	4.2	6.2	6.0
Mexico	2.9	4.8	5.3	4.6	4.0
All other countries	6.9	5.0	4.3	4.2	3.9
Totals	100.0	100.0	100.0	100.0	100.0

Kingdom and other European countries, and 25 per cent went directly to other European countries. The percentage visiting Bermuda and the Caribbean was 11 per cent while 6 per cent went to Hawaii and 4 per cent to Mexico and the same proportion to all other countries. Compared to 1965, the percentage of Canadians returning from Europe, including the United Kingdom, increased by 3 per cent while the proportion visiting Bermuda and the Caribbean decreased by 2 per cent in 1966. The other destinations reported by Canadian travellers (Hawaii, Mexico, and all other countries) showed little change over the previous year.

A quarterly review reveals that the majority of Canadians who travel during the winter months of January, February, and March visit the moderate climate countries, as 56 per cent reported trips to Bermuda and the Caribbean, Hawaii, and Mexico. On the other hand, only 40 per cent specified Europe in the first quarter. In the remaining quarters of 1966, the situation was reversed with the majority of Canadian travellers going to Europe rather than the specified countries to the south. For example, 92 per cent visited Europe in the third quarter while only 6 per cent went to Bermuda and the Caribbean, Hawaii, and Mexico.

STATEMENT 35. Destination reported by Canadians Returning Direct from Overseas
Countries, compiled Quarterly by Type of Transportation, 1966

Destination reported	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
United Kingdom only	13.4	28.3	34.5	29.6	27.6
United Kingdom and other European countries	7.1	24.4	28.7	22.7	22.0
Other European countries only	19.3	24.1	28.2	27.7	25.2
Bermuda and Caribbean	30.0	11.0	3.2	5.9	11.3
Hawaii	16.2	4.5	1.6	4.8	6.0
Mexico	9.4	3.4	1.6	3.5	4.0
All other countries	4.6	4.3	2.2	5.8	3.9
Totals	100.0	100.0	100.0	100.0	100.0

From the questionnaire survey which covered a sample of Canadian travellers returning direct from overseas, an estimate can be made of the number of residents visiting each area. In 1966, an estimated 117,000 persons returned to Canada after visiting the United Kingdom only. Approximately 93,000 Canadians visited the United Kingdom and other European countries, and 107,000 travelled to Continental European countries only. Furthermore, it is estimated that 48,000 residents of Canada made trips to Bermuda and the Caribbean, 25,000 visited Hawaii, 17,000 travelled to Mexico, and 16,000 persons returned to Canada from visits to all other countries in 1966.

Although many Canadians returning direct from Europe visit more than one country, a breakdown of the individual countries visited can be made. However, it should be noted that the figures estimated are **visits** rather than **persons**. For instance, 200,000 **persons** made some 491,000 **visits** to Continental European countries. This would indicate that many Canadians visited more than one country and the percentage breakdown in 1966 would be as follows: one country, 44 per cent; two countries, 20 per cent; three countries, 13 per cent; four countries, 8 per cent; five countries, 6 per cent; six countries, 4 per cent; seven or more countries, 5 per cent. Estimates of the number of visits made by residents who returned

direct to Canada from main European countries are as follows: France, 84,000 visits; Germany, 74,000; The Netherlands, 57,000; Switzerland, 52,000; Italy, 46,000; the Scandinavian countries (Denmark, Norway, Sweden), 32,000; and Spain and Portugal, 29,000 visits.

The destination reported by Canadians returning direct from overseas countries varies considerably according to the port of re-entry into Canada. At both Halifax and Toronto some 35 to 37 per cent of the number of residents returning had visited the United Kingdom only, and from 32 to 39 per cent had made trips to Continental European countries. However, of those travellers returning by air at Montreal, 62 per cent had been to Continental European countries and 17 per cent had visited the United Kingdom. Only a small percentage had returned at these ports from trips to the Caribbean area, Hawaii, and Mexico. On the other hand, of the re-entries at Vancouver airport, 47 per cent had been to Hawaii and 38 per cent had visited Europe including the United Kingdom, while, of those returning by ship, 71 per cent specified Hawaii. Of the total re-entries by boat at Montreal and Quebec, 99 per cent had been to Europe, with 51 per cent having visited the United Kingdom only, and 45 per cent the United Kingdom and other European countries.

Purpose of Trip

Data on the reasons for Canadian travel to overseas countries are compiled from the questionnaire survey and for 1966 are presented in Statement 36 by quarters and in Statement 37 by area of destination.

Again in 1966, the main reason Canadians travelled to overseas countries was for recreation since 49 per cent of the respondents reported this purpose of trip. Visiting friends or relatives was the second reason specified, 40 per cent of the response; then business, 9 per cent; health, one per cent; and formal study, less than one per cent. A quarterly comparison on purpose of trip reported reveals that the 1965 pattern continued in 1966. The highest percentage of Canadians travelling to overseas countries on business trips (17 per cent) was recorded during the fourth quarter. The majority of residents travelling for recreation, 61 per cent, appeared in the first quarter, when many

trips are made to winter vacation areas such as Bermuda, the Caribbean, Hawaii, and Mexico. Some 50 per cent of the Canadians travelling to visit friends or relatives did so during the third quarter of the year.

Statement 37 illustrates the purpose of trip reported by respondents according to the area or country visited in 1966. Of the total Canadians visiting the United Kingdom only, it is estimated that 61 per cent went to visit friends or relatives, a decrease of 4 per cent compared to 1965. Recreation, on the other hand, was the second reason given for travel to the United Kingdom, 32 per cent, representing an increase of 4 per cent. Residents of Canada visiting other European countries as well as the United Kingdom specified recreation as their main reason for travel, 57 per cent, with visiting friends or relatives next, 27 per cent, both categories decreasing from the previous year. Of the travellers visiting Continental European

STATEMENT 36. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries,¹ compiled Quarterly, 1966

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
First quarter	9.5	0.3	2.7	61.4	26.1
Second quarter	10.8	0.2	1.0	50.7	37.3
Third quarter	5.9	0.6	0.7	42.7	50.1
Fourth quarter	16.5	0.4	1.0	43.9	38.2
Year	9.4	0.4	1.3	49.3	39.6

¹ Including Hawaii.

STATEMENT 37. Purpose of Trip reported by Canadians Returning Direct from Overseas Countries, compiled by Destination, 1966

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
United Kingdom only	6.6	0.3	0.5	31.5	61.1
United Kingdom and other European countries	14.6	0.8	0.4	56.8	27.4
Other European countries only	10.5	0.4	1.2	29.2	58.7
Bermuda and Caribbean	4.9	0.2	2.8	84.0	8.1
Hawaii	3.8	—	5.0	86.3	4.9
Mexico	3.2	0.4	1.8	91.3	3.3
All other countries	27.2	—	1.4	49.5	21.9
Totals	9.4	0.4	1.3	49.3	39.6

countries only, 59 per cent went to visit friends or relatives, a decrease of 2 per cent, and 29 per cent travelled for recreation, the same percentage as the preceding year. The main reason given for visits to Bermuda and the Caribbean, Hawaii, and Mexico was recreation which was specified by 84 per cent, 86 per cent, and 91 per cent, respectively. The proportion visiting friends or relatives was very low for these areas or countries. Business as a purpose of trip showed significant increases in 1966. For example, 27 per cent of the Canadians travelling to all other countries went for this

reason, some 7 per cent more than in 1965. Also an increase of 3 to 4 per cent was realized in the number of Canadian travellers on business to European countries and the United Kingdom, and to Continental Europe only.

Length of Stay

The average length of stay reported by Canadians returning direct from overseas countries is presented in Statement 38 for the years 1962 to 1966 and in Statement 39 by quarters for 1966.

STATEMENT 38. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled by Destination and Type of Transportation, 1962-66

Destination reported	1962	1963	1964	1965	1966
	number of days				
Aeroplane and vessel:					
United Kingdom only	44.8	34.4	32.0	28.9	25.6
United Kingdom and other European countries	56.6	39.0	41.1	36.0	30.0
Other European countries only	45.0	41.4	38.4	32.9	29.6
Bermuda and Caribbean	14.4	16.1	15.7	15.7	13.2
Hawaii	28.4	25.3	19.8	22.2	23.1
Mexico	19.2	17.7	18.7	17.5	18.2
All other countries ¹	88.4	49.2	61.0	37.1	31.6

¹ Includes travel to more than one area per trip.

The continual increase from year to year in the proportion of Canadians travelling by air to Europe has, most likely, been a factor in the lower average length of stay. For example, in 1965, 91 per cent of the total Canadians visiting overseas countries went by air and the average stay in the categories United Kingdom only, the United Kingdom and other European countries, and other European countries only, was 29, 36, and 33 days, respectively. In 1966, the proportion of plane travellers

increased to 94 per cent and the average time spent in the United Kingdom only, decreased to 26 days. Visits to the United Kingdom and other European countries, and European countries only, both averaged 30 days. The variation over the years in the number of days spent in Bermuda and the Caribbean, Hawaii, and Mexico was less pronounced than was noted in Europe. Canadians in 1966 stayed an average of 13 days in Bermuda and the Caribbean, 23 days in Hawaii, and 18 days in Mexico.

STATEMENT 39. Average Length of Stay reported by Canadians Returning Direct from Overseas Countries, compiled Quarterly by Destination and Type of Transportation, 1966

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane and vessel:					
United Kingdom only	22.9	23.2	26.8	28.5	25.6
United Kingdom and other European countries	31.3	26.0	31.2	33.7	30.0
Other European countries only	28.6	26.7	31.7	29.8	29.6
Bermuda and Caribbean	14.4	10.9	14.0	11.5	13.2
Hawaii	23.4	23.4	22.0	20.9	23.1
Mexico	18.2	20.8	16.5	14.7	18.2
All other countries ¹	29.2	28.5	44.5	25.4	31.6
Totals	22.0	23.2	29.1	28.1	25.8

¹ Includes travel to more than one area per trip.

Canadian Travel Overseas (Via the United States)

Volume and Expenditures

In 1966, a total of 80,000 Canadians returned from overseas countries via the United States, an increase of 10,000 persons over 1965. Gross expenditures (excluding \$2 million spent in Hawaii) for this group of Canadian travellers were estimated at \$67 million, some \$7 million more than in 1965. Of this total, \$34 million represented payments for oceanic transportation and \$33 million was spent within overseas countries. This represents increases of \$5 million and \$2 million, respectively. The cost of transportation in turn involves \$17 million paid to overseas carriers compared to \$14 million the previous year, \$11 million to Canadian carriers in contrast to \$9 million, and \$6 million to United States carriers, the same as in 1965. Since payments to United States carriers are included in that country's travel account and payments to Canadian carriers are considered internal transactions, the net expenditures for overseas travel via the United States by Canadian residents came to \$50 million, an increase of \$5 million over 1965.

A review of the estimated expenditures within overseas countries (exclusive of all transportation

costs) reveals that the United Kingdom received \$4.4 million, Continental Europe \$8.4 million, other Commonwealth countries \$10.4 million, and all other countries \$9.7 million.

Province of Residence

Statement 40 displays the province of residence of Canadians returning via the United States from overseas countries by quarters in 1966. Of the re-entries during the first and second quarters, the highest percentages, 42 and 43 per cent, were from Ontario. However, in the third and fourth quarters, the largest percentages were residents of Quebec, 42 and 39 per cent, respectively. This led to annual percentages of 38 per cent for Ontario and 31 per cent for Quebec. During the first quarter, 21 per cent of the Canadians returning from overseas were from British Columbia and 20 per cent from Quebec. In the second quarter, Quebec accounted for 27 per cent of the travellers visiting overseas while British Columbia made up 14 per cent. In the third and fourth quarters, Ontario residents represented 34 and 25 per cent, while British Columbia accounted for 11 and 21 per cent, respectively.

STATEMENT 40. Province of Residence of Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1966

Province of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Aeroplane and vessel:					
Atlantic Provinces	3.1	2.9	1.4	2.1	2.5
Quebec	19.6	26.9	42.1	39.3	30.5
Ontario	42.4	42.8	34.4	25.2	37.7
Manitoba and Saskatchewan	9.4	6.5	4.7	3.0	6.4
Alberta	4.3	6.7	6.9	9.4	6.4
British Columbia	21.2	14.2	10.5	21.0	16.5
Totals	100.0	100.0	100.0	100.0	100.0

¹ Including Hawaii.

STATEMENT 41. Province of Residence of Canadians Returning from Overseas Countries via the United States, by Destination, 1966

Destination	Province of residence					
	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom only	1.4	24.6	52.2	11.6	10.2	100.0
United Kingdom and other European countries	0.7	21.6	46.0	13.7	18.0	100.0
Other European countries only	2.6	34.2	53.0	5.1	5.1	100.0
Bermuda and Caribbean	4.2	44.1	33.1	8.3	10.3	100.0
Hawaii	1.2	18.6	19.8	20.9	39.5	100.0
Mexico	2.2	14.7	42.2	17.8	23.1	100.0
All other countries	1.9	30.9	33.8	15.0	18.4	100.0
Totals	2.5	30.5	37.7	12.8	16.5	100.0

Data on province of residence by destination of Canadians returning from overseas via the United States are presented in Statement 41 for 1966. As illustrated, Ontario residents formed the majority of the Canadians visiting European countries

(including the United Kingdom), Mexico, and the category comprising all other countries. However, of the Canadians returning via the United States from visits to Hawaii, 40 per cent originated from British Columbia, and of those who specified

Bermuda and the Caribbean, 44 per cent resided in Quebec. Of the total re-entries via the United States from visits to the United Kingdom only, 52 per cent were from Ontario and 25 per cent from Quebec. The same order followed in the proportions visiting the United Kingdom and other European countries, 46 per cent from Ontario and 22 per cent from Quebec. Of those Canadians visiting Continental Europe only, again Ontario residents formed the majority, 53 per cent, and Quebec came second, 34 per cent. Residents from Ontario accounted for 33 per cent of the Canadian visitors to Bermuda and the Caribbean while travellers from the Prairie Provinces made up 21 per cent of the visits to Hawaii. Over 42 per cent of the re-entries from Mexico were from Ontario and 23 per cent from British Columbia. Some 34 per cent of the visits to all other countries were made by Ontario residents, followed by 31 per cent from Quebec.

Destinations

The destinations specified by Canadians returning from visits to overseas countries via the United States show the percentage to Europe declined in 1966 while the proportions visiting countries of the Caribbean, Bermuda, Hawaii, and Mexico increased compared to 1965. For example, the percentage of Canadians returning from the United Kingdom via the United States decreased from 7 per cent in 1965 to 5 per cent in 1966. Residents visiting a combination of the United Kingdom and other European countries decreased from 13 per cent to 10 per cent and those returning from Continental Europe only, from 11 per cent to 9 per cent. On the other hand, the proportion of re-entries via the United States from visits to Bermuda and the Caribbean showed an increase from 24 per cent in 1965 to 29 per cent in 1966. Similarly, the number of residents visiting Hawaii rose to 5 per cent from 3 per cent while travellers to Mexico remained at 15 per cent. Canadians returning from cruises accounted for 9 per cent compared to 6 per cent in 1965 while those reporting a combined destination (visits to two or more areas) amounted to 10 per cent, and the percentage of residents visiting all other countries decreased from 10 per cent to 8 per cent in 1966.

From the percentage distribution, the number of Canadians visiting overseas countries and returning via the United States can be estimated. Accordingly, the largest number of Canadians, 23,000, returned from visits to Bermuda and the Caribbean while 12,000 visited Mexico. These estimates do not include the many Canadians who make short visits to these areas while vacationing in the United States. Some 8,000 persons returned from the United Kingdom and other European countries and 7,000 Canadians from visits to Continental Europe only. Also some 7,000 residents went on cruises and 8,000 persons returned from combined destinations. An estimated 4,000 persons visited Hawaii and the same number returned from visits to the United Kingdom only.

A quarterly review reveals the popularity of visits to southern climates during the first quarter of 1966 when some 29 per cent of the Canadians returning via the United States reported visits to Bermuda and the Caribbean, and 22 per cent to Mexico while only 7 per cent had been to Europe (including the United Kingdom). Again in the second quarter the main destinations were Bermuda and the Caribbean with 25 per cent of the response, and Mexico with 18 per cent, although the percentage reporting Europe increased to 23 per cent. However, in the third quarter, the trend shows 38 per cent visiting Europe, 26 per cent travelling to Bermuda and the Caribbean, and 11 per cent returning from Mexico. Of the re-entries during the fourth quarter, 35 per cent had been to Bermuda and the Caribbean, 28 per cent to Europe, and only 8 per cent to Mexico. The proportion of residents specifying cruises varied between 18 per cent of the total travellers in the first quarter to 2 per cent in the fourth quarter, while those reporting visits to combined destinations made up 8 per cent of the travellers in the first quarter compared to 11 per cent in the fourth quarter of 1966.

Purpose of Trip

All questionnaires showing one or more purposes of trip were used in the compilation of data outlined in Statement 42 by quarters and in Statement 43 by destination in 1966.

STATEMENT 42. Purpose of Trip reported by Canadians Returning from Overseas Countries¹ via the United States, compiled Quarterly, 1966

Period of re-entry	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
First quarter	11.3	0.9	6.1	71.6	10.1
Second quarter	12.1	0.2	4.5	67.0	16.2
Third quarter	10.3	1.2	0.8	60.3	27.4
Fourth quarter	22.4	—	1.6	60.8	15.2
Year	13.1	0.7	3.6	65.7	16.9

¹ Including Hawaii.

The main purpose of trip reported by Canadians returning from overseas countries via the United States was recreation, followed by the category visiting friends or relatives. Although residents travelling direct from overseas specified similar reasons, the percentages between the two varied greatly. Almost 66 per cent of the travellers via the United States went overseas for recreation and

17 per cent to visit friends or relatives, as compared to 49 per cent of the respondents travelling direct for recreational purposes and 40 per cent to visit friends or relatives. A further comparison reveals that 13 per cent of the persons who re-entered via the United States had been overseas on business as opposed to 9 per cent of the direct re-entries.

**STATEMENT 43. Purpose of Trip reported by Canadians Returning from Overseas
Countries via the United States, compiled by Destination, 1966**

Destination reported	Business	Formal study	Health	Recreation	Visiting friends or relatives
	per cent				
Aeroplane and vessel:					
United Kingdom only	22.8	1.4	—	29.3	46.5
United Kingdom and other European countries	19.8	0.7	2.3	51.2	26.0
Other European countries only	20.5	2.6	0.8	32.5	43.6
Bermuda and Caribbean	9.7	—	3.9	78.9	7.5
Hawaii	7.4	—	4.3	77.2	11.1
Mexico	4.9	1.5	3.1	81.8	8.7
All other countries	15.9	0.2	5.2	62.3	16.4
Totals	13.1	0.7	3.6	65.7	16.9

Of the Canadians returning via the United States from visits to the United Kingdom only, slightly more than 46 per cent reported the purpose of visiting friends or relatives and almost 44 per cent of the travellers to Continental Europe only, specified the same reason. However, 51 per cent of the Canadians visiting both the United Kingdom and Continental Europe went for recreational purposes and only 26 per cent to visit friends or relatives. Residents who returned via the United States from areas like Bermuda, the Caribbean, Hawaii, and Mexico travelled mainly for recreation while the percentage visiting friends or relatives was low varying from 7 to 11 per cent. A little over 77 per cent visited Hawaii for recreational purposes, 79 per cent Bermuda and the Caribbean, and 82 per cent Mexico. Recreation was also the main reason for visits to all other countries (62 per cent) while 16 per cent travelled for business purposes and the same percentage to visit friends or relatives. Canadians returning via the United States from business trips to Europe showed higher percentages than in 1965. For instance, of the respondents who specified visits to the United Kingdom only, 23 per cent went for business reasons in 1966 compared to 13 per cent in the previous year. Almost 20 per cent travelled on business to

the United Kingdom and other European countries, an increase of about 3 per cent, while slightly more than 20 per cent went to Continental Europe only, some 7 per cent over the 1965 figure.

Length of Stay

In 1966, data were compiled on the average length of stay reported by Canadians who returned from overseas via the United States. The information obtained is presented in Statement 44 by quarters and destination. Calculations are based on the number of days spent overseas and do not include time spent en route in the United States.

The average length of stay abroad by Canadians returning via the United States amounted to 24 days in 1966, some 2 days less than the average (26 days) in 1965. All four quarters contributed to the overall decline with an average stay in the first and second quarters of 20 and 22 days while visits in both the third and fourth quarters averaged 28 days. In 1965, the average length of stay in the first to fourth quarters was 21, 27, 32, and 30 days, respectively.

STATEMENT 44. Average Length of Stay¹ reported by Canadians Returning from Overseas Countries via the United States, compiled Quarterly by Destination, 1966

Destination reported	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of days				
Aeroplane and vessel:					
United Kingdom only	23.5	21.5	32.2	24.0	27.2
United Kingdom and other European countries	31.3	29.2	41.3	63.1	42.1
Other European countries only	55.0	26.7	31.9	35.9	33.2
Bermuda and Caribbean	10.7	10.5	10.6	12.8	11.1
Hawaii	20.7	16.0	8.7	13.0	15.8
Mexico	17.1	20.0	16.0	15.9	17.7
All other countries ²	23.7	32.6	42.6	33.5	31.1
Totals	19.2	22.3	27.7	27.8	23.6

¹ Excluding time spent en route in the United States.

² Including cruise travel and travel to more than one area per trip.

According to destination, the longest time spent on an average in any one area was 42 days in the United Kingdom and other European countries. This marked the only increase in the average stay by destination, 2 days more than in 1965. On the other hand, the shortest time spent in any one area was recorded in Bermuda and the Caribbean when Canadians remained an average of 11 days, a decrease of one day compared to 1965. In the United Kingdom only, the average length of stay by Canadians dropped to 27 days in 1966 from 35 days in the preceding year. The average stay was also lower for residents visiting Continental Europe only, 33 days, a decrease of 5 days. Generally, the length of the trips made to Europe were longer on an average than those to the southern regions. The average time spent in Hawaii was 16 days, 2 days less than in 1965, while visits to Mexico lasted 18 days, a decline of one day. Canadians

who returned via the United States from trips to all other countries remained an average of 31 days compared to 34 days in the previous year.

In 1966, information was also obtained on the average stay in the United States by residents en route from the specified destinations. Canadians who visited European countries including the United Kingdom spent an average of 2 days en route in the United States, the same average as 1965. Variations arose, however, in the average length of stay en route for travellers to the other areas. For example, residents remained 10 days in the United States on visits to Mexico but only 3 days while on trips to Bermuda and the Caribbean. The average stay in the United States by Canadians returning from all other countries was 4 days while the overall average stay en route was 5 days in 1966.

Supplementary Analysis of International Travel

Travel receipts, considered as an "invisible" export, were valued at \$840 million in 1966. In relation to Canada's single export commodities, travel ranked fourth, exceeded by the export of wheat totalling \$1,060 million, automotive products valued at \$1,000 million and newsprint at \$968 million. As an "invisible" import, travel payments

amounted to \$900 million, the second largest import in value. Canadian payments abroad for travel were surpassed only by the import of automotive products valued at about \$1,675 million. Travel receipts and payments include expenses for food, lodging, local transportation, entertainment, miscellaneous purchases, etc.

**STATEMENT 45. Number of Visitors¹ to Canada by Country of Residence,
compiled Quarterly, 1966**

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Australia	1,462	3,967	5,401	3,063	13,893
Belgium	457	1,159	2,699	810	5,125
Denmark	496	1,526	2,651	1,046	5,719
Finland	171	948	1,219	350	2,688
France	3,009	6,163	13,831	4,675	27,678
Germany	3,310	10,888	16,442	5,690	36,330
Greece	1,107	1,476	1,510	688	4,781
India	556	1,402	2,442	1,197	5,597
Ireland (Republic)	289	861	1,591	708	3,449
Israel	476	1,324	2,306	920	5,026
Italy	1,223	2,912	4,006	1,628	9,769
Jamaica	776	1,421	3,078	1,077	6,352
Japan	1,770	5,087	8,478	4,140	19,475
Mexico	1,005	2,990	3,411	2,399	9,805
Netherlands, The	1,546	6,837	9,161	2,581	20,125
New Zealand	400	1,573	1,929	969	4,871
Norway	502	1,145	1,892	1,025	4,564
Sweden	645	1,742	2,746	1,133	6,266
Switzerland	727	1,855	2,805	1,443	6,830
Trinidad and Tobago	356	773	1,552	498	3,179
United Kingdom	10,419	38,328	71,106	20,684	140,537
United States	4,238,521	8,684,607	16,270,193	6,131,660	35,324,981
Other countries	7,903	18,894	29,298	12,609	68,704
Totals	4,277,126	8,797,878	16,459,747	6,200,993	35,735,744

¹ Visitors from countries other than the United States include entries both direct to Canada and via the United States.

Volume and Expenditures

Statement 45 provides the number of visitors to Canada by country of residence on a quarterly basis for the year 1966. A total of 35.7 million non-immigrants entered Canada from the United States and other countries. As would be expected, the great majority of the arrivals were residents of the United States. Statement 46 gives the balance of travel between Canada and the United States for both volume and expenditures. In 1966, the balance of travel shows 645,100 more United States travellers visiting Canada than Canadians visiting the United States. Expenditures by United States travellers were \$113.8 million more than Canadian disbursements in the United States.

A total of 70 million crossings were involved in travel between Canada and the United States, an increase of about 4 per cent over 1965. Of this total, 49.9 million were considered short-term or same-day traffic and 20.1 million were classified as long-term (staying one or more nights abroad).

Aggregate expenditures by United States and Canadian travellers amounted to \$1.3 billion, up 8 per cent over the figure of \$1.2 billion in 1965. Short-term travellers of both countries spent an estimated \$136.2 million, while long-term travel expenditures totalled \$1,209.9 million. Although short-term Canadian travellers outnumbered the United States same-day visitors, Canadian expenditures were less than the receipts from the United States travellers. Short-term visits to the United States by residents of Canada formed 79 per cent of the Canadian total but only 9 per cent of their expenditures. In contrast, short-term United States travellers made up 64 per cent of the non-resident volume and 11 per cent of their total expenditures. Canadian long-term travellers accounted for 21 per cent of the volume and 91 per cent of the expenditures, while, on the other hand, United States visitors, with 36 per cent of the volume, accounted for 89 per cent of the expenditures. This would indicate some variance in the average expenditure according to length of stay abroad between Canadian and United States travellers.

STATEMENT 46. Number and Expenditures¹ of United States Travellers in Canada and Canadian Travellers in the United States, by Type of Transportation and Length of Stay, 1966

Type of transportation	United States travellers in Canada	Canadians travelling in the United States	Net United States travellers in Canada	United States expenditures in Canada	Canadian expenditures in the United States	Balance of United States expenditures in Canada
	number of persons			thousands of dollars		
Short-term (entering and leaving same day):						
Automobile	15,829,300	22,494,500	- 6,665,200	41,710	42,099	- 389
Plane	38,200	27,900	+ 10,300	1,260	1,623	- 363
Bus	120,000	20,800	+ 99,200	971	457	+ 514
Rail	148,000	3,900	+ 144,100	279	82	+ 197
Boat	218,400	24,300	+ 194,100	1,527	79	+ 1,448
Other (pedestrians, local bus, etc.)	6,153,400	4,851,100	+ 1,302,300	32,908	13,234	+ 19,674
Totals (short-term)	22,507,300	27,422,500	- 4,915,200	78,655	57,574	+ 21,081
Long-term (one or more nights abroad):						
Automobile	11,038,800	5,763,500	+ 5,275,300	432,019	318,095	+ 113,924
Plane	671,600	676,600	- 5,000	103,686	149,169	- 45,483
Bus	577,900	530,900	+ 47,000	76,084	59,695	+ 16,389
Rail	196,200	172,600	+ 23,600	30,017	28,336	+ 1,681
Boat	333,200	113,800	+ 219,400	9,471	3,281	+ 6,190
Totals (long-term)	12,817,700	7,257,400	+ 5,560,300	651,277	558,576	+ 92,701
Grand totals	35,325,000	34,679,900	+ 645,100	729,932	616,150	+ 113,782

¹ Subject to revision—Exclusive of Hawaii.**Average Expenditure**

In 1966, the overall average outlay per United States traveller visiting Canada amounted to \$3.50 per person in the short-term and \$50.80 in the long-term. These represent increases of 6.1 per cent and 2.8 per cent, respectively. Canadian travellers in the United States averaged about the same in 1966 as in the previous year, \$2.10 per short-term traveller and \$77.00 per long-term traveller. Expenditure data, however, are not compiled from the above averages but are the product of several thousand averages stratified and weighted to the appropriate universe.

According to the number of American visits to Canada and the population of the United States, on balance one out of every 5.5 residents visited Canada in 1966 as compared with a ratio of one out of 5.7 persons in 1965. The amount spent by United States travellers in Canada represents \$3.30 per resident of that country, a slight decrease from \$3.40 per resident population in 1965. In the same manner, Canadian travellers in the United States compared to Canada's population indicates that on

average each Canadian made 1.7 visits to the United States, the same proportion as 1965. Canadian travel expenditures per capita of population came to \$30.80 per resident in 1966, in contrast to \$27.40 per capita in 1965.

Tourist Nights

Tourist nights of United States residents travelling in Canada and Canadians returning from the United States were estimated for 1966 and presented in Statements 47 and 48. Tourist nights were calculated by multiplying the number of persons by the average nights stay for each type of transportation, i.e., automobile, plane, bus, and rail. The calculation, therefore, is affected by length of stay and also the number staying overnight. In 1966, tourist nights spent by United States residents in Canada numbered 48,236,900, an increase of 6.8 per cent over 1965. Although the volume of Canadian visits to the United States was lower, the number of tourist nights in that country was higher when 49,451,600 nights were estimated for the year. This represents an increase of 9.1 per cent over 1965.

Accordingly, the average nights stay for Canadians returning from the United States by automobile, plane, bus, and rail was seven nights as compared with an average of four nights per United States traveller in Canada. United States residents travelling by automobile remained in Canada an average of four nights. Plane visitors stayed about five nights while both bus and rail travellers recorded an average of seven nights. Canadians stayed longer in the United States, with an average of six nights for automobile travellers, eleven nights for both plane and bus persons, and thirteen nights per rail traveller.

On a quarterly basis, United States visitors to Canada remained between three and four nights throughout the year. Canadians, on the other hand, stayed an average of eleven days in the United States during the first quarter, nine days in the second quarter, six days in the third quarter, and four days in the fourth quarter. In 1966, the average expenditure per United States tourist night in Canada was \$13.10, a slight increase over the \$12.70 average in 1965. Similarly, Canadian travellers in the United States spent an average of \$11.20 per tourist night, in comparison to \$10.60 per night in the preceding year.

STATEMENT 47. Estimated Tourist Nights¹ of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States by Automobile, Plane, Bus, and Rail, compiled Quarterly, 1966

Period of travel	United States residents ² in Canada		Canadian residents in the United States	
	Persons	Tourist nights	Persons	Tourist nights
First quarter	1, 144, 100	3, 552, 700	848, 100	9, 255, 000
Second quarter	2, 692, 300	8, 642, 700	1, 596, 200	13, 605, 700
Third quarter	6, 757, 000	29, 530, 300	3, 327, 100	20, 609, 100
Fourth quarter	1, 748, 900	6, 511, 200	1, 372, 200	5, 981, 800
Year	12, 342, 300	48, 236, 900	7, 143, 600	49, 451, 600

¹ Figures based on date of re-entry of Canadians returning to Canada and date of exit of Americans returning to the United States.

² Automobile traffic includes extensions but excludes commuter traffic and persons not classified by length of stay.

STATEMENT 48. Estimated Tourist Nights¹ of United States Residents Travelling in Canada and Residents of Canada Travelling in the United States, by Type of Transportation, 1966

Type of transportation	United States residents in Canada		Canadian residents in the United States	
	Persons	Tourist nights	Persons	Tourist nights
Automobile	10, 896, 600 ²	39, 211, 200 ²	5, 763, 500	34, 006, 200
Plane	671, 600	3, 660, 700	676, 600	7, 308, 900
Bus	577, 900	3, 949, 900	530, 900	5, 859, 400
Rail	196, 200	1, 415, 100	172, 600	2, 277, 100
Totals	12, 342, 300	48, 236, 900	7, 143, 600	49, 451, 600

¹ Figures based on date of re-entry of Canadians returning to Canada and date of exit of Americans returning to the United States.

² Includes extensions but excludes commuter traffic and persons not classified by length of stay.

Quarterly Distribution of Receipts and Payments

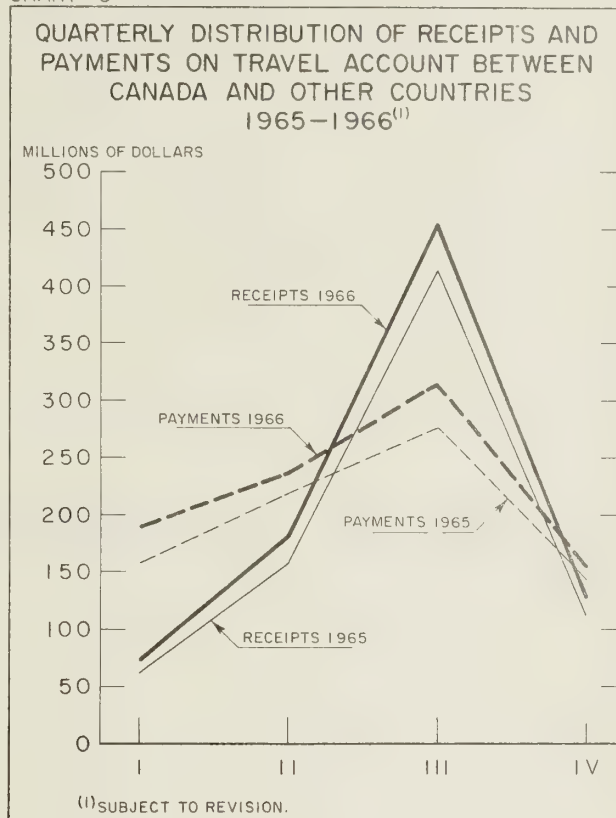
Estimates of the balance of payments on travel account between Canada and other countries are presented quarterly for the period 1957-66 in Table 2. In 1966, the pattern of deficits continued and the balance of payments on travel account recorded a net debit of \$60 million, as compared with \$49 million in 1965. However, quarterly balances showed a third quarter surplus of \$140 million, an increase of \$1 million over the comparable quarter of 1965. The other quarters in 1966 recorded deficits of \$117 million in the first quarter, \$56 million in the second quarter, and \$27 million in the fourth quarter of the year.

A quarterly review of receipts from other countries shows gains in all quarters of 1966. The third quarter receipts, which formed 54 per cent of the aggregate, amounted to \$455 million, an increase of 9.6 per cent. Expenditures in Canada by visitors from other countries during the first quarter increased to \$74 million from \$63 million in the same quarter of 1965. In the second quarter, \$183 million was spent by foreign travellers, some \$25 million or 15.8 per cent more than the second quarter of the previous year. Receipts in the fourth quarter of the year totalled \$128 million, as compared with \$111 in the last quarter of 1965.

Between quarters, payments made by Canadians for travel in other countries varied less than receipts. The third quarter payments amounted to \$315 million or 35 per cent of the total expenditures, up \$39 million or 14.1 per cent. The first quarter, with payments totalling \$191 million, showed an increase of 21.7 per cent, whereas the second quarter advanced 9.1 per cent when Canadian expenditures

totalled \$239 million. Payments made by Canadians in the fourth quarter of 1966 accounted for \$155 million, an advance of \$11 million or 7.6 per cent over the last quarter of 1965.

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STATISTICAL TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1930-66¹**

Net credits + Net debits -

Year	Account with United States			Account with overseas countries			Account with all countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	millions of dollars								
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462 ³	- 87	45	165	- 120	420	627	- 207
1961	435	459 ³	- 24	47	183	- 136	482	642	- 160
1962	512	419 ³	+ 93	50	186	- 136	562	605	- 43
1963	549	388 ³	+ 161	60	197	- 137	609	585	+ 24
1964	590	481 ³	+ 109	72	231	- 159	662	712	- 50
1965	660	548 ³	+ 112	87	248	- 161	747	796	- 49
1966 ²	730	628 ³	+ 102	110	272	- 162	840	900	- 60

¹ Comparable figures for 1926-29 are given in the corresponding table of the annual report on "Travel Between Canada and Other Countries, 1965".

² Subject to revision.

³ Includes Hawaii.

**TABLE 2. Quarterly Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, 1957-66¹**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1957	31	76	197	59	363
1958	31	75	188	55	349
1959	32	86	212	61	391
1960	36	91	221	72	420
1961	39	103	255	85	482
1962	46	127	297	92	562
1963	51	129	325	104	609
1964	59	140	351	112	662
1965	63	158	415	111	747
1966 ¹	74	183	455	128	840
Per cent of year:					
1957	8.5	20.9	54.3	16.3	100.0
1958	8.9	21.5	53.9	15.7	100.0
1959	8.2	22.0	54.2	15.6	100.0
1960	8.6	21.7	52.6	17.1	100.0
1961	8.1	21.4	52.9	17.6	100.0
1962	8.2	22.6	52.8	16.4	100.0
1963	8.4	21.2	53.3	17.1	100.0
1964	8.9	21.2	53.0	16.9	100.0
1965	8.4	21.1	55.6	14.9	100.0
1966 ¹	8.8	21.8	54.2	15.2	100.0
Quarterly payments:					
1957	100	142	178	105	525
1958	100	140	192	110	542
1959	117	144	215	122	598
1960	119	168	213	127	627
1961	129	168	220	125	642
1962	126	182	197	100	605
1963	114	158	204	109	585
1964	150	187	238	137	712
1965	157	219	276	144	796
1966 ¹	191	239	315	155	900
Per cent of year:					
1957	19.1	27.0	33.9	20.0	100.0
1958	18.5	25.8	35.4	20.3	100.0
1959	19.6	24.1	35.9	20.4	100.0
1960	19.0	26.8	34.0	20.2	100.0
1961	20.1	26.2	34.2	19.5	100.0
1962	20.8	30.1	32.6	16.5	100.0
1963	19.5	27.0	34.9	18.6	100.0
1964	21.1	26.3	33.4	19.2	100.0
1965	19.7	27.5	34.7	18.1	100.0
1966 ¹	21.2	26.6	35.0	17.2	100.0
Quarterly balance (Net credits + Net debits--):					
1957	- 69	- 66	+ 19	- 46	- 162
1958	- 69	- 65	- 4	- 55	- 193
1959	- 85	- 58	- 3	- 61	- 207
1960	- 83	- 77	+ 8	- 55	- 207
1961	- 90	- 65	+ 35	- 40	- 160
1962	- 80	- 55	+ 100	- 8	- 43
1963	- 63	- 29	+ 121	- 5	+ 24
1964	- 91	- 47	+ 113	- 25	- 50
1965	- 94	- 61	+ 139	- 33	- 49
1966 ¹	- 117	- 56	+ 140	- 27	- 60

¹ Subject to revision.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1966, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit

Ports of entry	Ports of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Section I. Traffic within Ontario:					
(a) St. Lawrence River ports	Fort Erie and Niagara Falls	3,324	13,683	76,160	5.57
	St. Clair and Detroit River ports ²	6,307	4,350	24,111	5.54
	Sault Ste. Marie	1,098	1,822	8,291	4.55
	Western Ontario ports	25	302	1,872	6.20
	St. Lawrence River ports	48,444	116,375	710,226	6.10
	All ports in Canada	63,373	153,338	918,752	5.99
(b) Fort Erie and Niagara Falls	St. Lawrence River ports	9,264	23,561	111,899	4.75
	St. Clair and Detroit River ports ²	90,270	23,970	108,172	4.51
	Sault Ste. Marie	1,636	5,412	25,948	4.79
	Western Ontario ports	20	885	5,605	6.33
	Fort Erie and Niagara Falls	683,594	359,522	1,802,399	5.01
	All ports in Canada	785,713	435,467	2,183,685	5.01
(c) St. Clair and Detroit River ports ²	St. Lawrence River ports	6,277	6,368	37,382	5.87
	Fort Erie and Niagara Falls	95,455	36,108	148,676	4.12
	Sault Ste. Marie	387	8,142	52,581	6.46
	Western Ontario ports	—	610	4,685	7.68
	St. Clair and Detroit River ports ²	736,491	339,460	1,659,340	4.89
	All ports in Canada	839,656	405,642	2,011,459	4.96
(d) Sault Ste. Marie	St. Lawrence River ports	1,387	2,344	9,360	3.99
	Fort Erie and Niagara Falls	3,324	7,550	33,099	4.38
	St. Clair and Detroit River ports ²	1,373	7,584	49,796	6.57
	Western Ontario ports	5,599	12,096	49,125	4.06
	Sault Ste. Marie	29,376	56,616	383,906	6.78
	All ports in Canada	41,819	95,282	596,410	6.26
(e) Western Ontario ports	St. Lawrence River ports	4	397	2,513	6.33
	Fort Erie and Niagara Falls	55	1,118	6,120	5.47
	St. Clair and Detroit River ports ²	7	562	4,176	7.43
	Sault Ste. Marie	4,836	12,386	46,796	3.78
	Western Ontario ports	18,051	73,632	506,242	6.88
	All ports in Canada	24,023	97,316	632,885	6.50

See footnotes at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1966, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit — Continued

Ports of entry	Ports of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Section II. Traffic from Ontario to other provinces:					
St. Lawrence River ports.....	All ports in Quebec	4,003	13,703	67,193	4.90
All ports in Ontario west of Kingston and east of Port Arthur	All ports in Quebec	2,327	33,031	167,181	5.06
All ports in Western Ontario	All ports in Manitoba	961	4,506	27,704	6.15
All ports in Ontario	All ports in Quebec	6,341	47,137	237,047	5.03
	All ports in the Atlantic Provinces	428	9,580	100,644	10.51
	All ports in Manitoba	992	5,744	38,225	6.65
	All ports in Saskatchewan	72	884	7,501	8.49
	All ports in Alberta	44	2,536	22,532	8.88
	All ports in British Columbia	3	5,250	57,483	10.95
	All ports in Yukon Territory	—	1,053	11,055	10.50
	All ports in Ontario	1,746,704	1,114,866	5,869,213	5.26
	All ports in Canada	1,754,584	1,187,050	6,343,700	5.34
Section III. Traffic from the Atlantic Provinces to other provinces:					
All ports in the Atlantic Provinces	All ports in Quebec	769	6,031	44,121	7.32
	All ports in Ontario	690	6,002	54,082	9.01
	All ports in the Atlantic Provinces	58,530	110,901	965,967	8.71
	All ports in Canada	59,990	123,146	1,069,047	8.68
Section IV. Traffic from Quebec to other provinces:					
All ports in Quebec	All ports in Ontario on the St. Lawrence River	3,436	9,707	48,801	5.03
	All ports in Ontario west of Kingston and east of Port Arthur	2,996	21,101	106,770	5.06
	All ports in Ontario	6,432	31,197	157,715	5.06
	All ports in the Atlantic Provinces	779	8,690	62,893	7.24
	All ports in Quebec	121,599	190,013	992,518	5.22
	All ports in Canada	128,812	230,858	1,223,949	5.30
Section V. Traffic from Manitoba to other provinces:					
All ports in Manitoba	All ports in Ontario	1,021	6,003	38,028	6.33
	All ports in Western Ontario	994	4,758	26,423	5.55
	All ports in Saskatchewan	196	1,383	13,175	9.53
	All ports in Alberta	52	1,776	14,645	8.25
	All ports in British Columbia	38	3,584	33,262	9.28
	All ports in Yukon Territory	—	989	6,970	7.05
	All ports in Manitoba	14,866	31,792	226,633	7.13
	All ports in Canada	16,173	45,705	333,362	7.29

See footnote at end of table.

TABLE 3. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1966, grouped by Ports of Entry with Corresponding Ports of Exit, by Selected Length of Visit – Concluded

Ports of entry	Ports of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Section VI. Traffic from Saskatchewan to other provinces:					
All ports in Saskatchewan	All ports in Ontario	59	918	8,450	9.20
	All ports in Manitoba	169	1,299	12,933	9.96
	All ports in Alberta	148	2,265	21,857	9.65
	All ports in British Columbia	65	3,257	32,270	9.91
	All ports in Yukon Territory	—	2,391	13,591	5.68
	All ports in Saskatchewan	5,459	13,713	128,593	9.38
	All ports in Canada	5,900	23,920	218,712	9.14
Section VII. Traffic from Alberta to other provinces:					
All ports in Alberta	All ports in Ontario	33	3,081	25,057	8.13
	All ports in Manitoba	104	2,010	15,213	7.57
	All ports in Saskatchewan	246	2,152	15,635	7.27
	All ports in British Columbia	1,613	18,999	126,969	6.68
	All ports in Yukon Territory	—	5,555	25,327	4.56
	All ports in Alberta	6,723	13,414	113,724	8.48
	All ports in Canada	8,719	45,459	332,034	7.30
Section VIII. Traffic from British Columbia to other provinces:					
All ports in British Columbia	All ports in Ontario	20	4,482	44,018	9.82
	All ports in Manitoba	46	2,888	24,607	8.52
	All ports in Saskatchewan	102	2,803	23,051	8.22
	All ports in Alberta	1,021	16,471	110,955	6.74
	All ports in Yukon Territory	—	8,346	46,606	5.58
	All ports in British Columbia	125,428	233,142	1,321,422	5.67
	All ports in Canada	126,617	268,856	1,582,630	5.89
Section IX. Traffic from Yukon Territory to other provinces:					
All ports in Yukon Territory	All ports in Ontario	—	913	8,981	9.84
	All ports in Manitoba	—	934	6,297	6.74
	All ports in Saskatchewan	—	1,690	9,148	5.41
	All ports in Alberta	—	4,305	23,034	5.35
	All ports in British Columbia	—	7,432	42,730	5.75
	All ports in Yukon Territory	7,163	2,413	14,850	6.15
	All ports in Canada	7,163	17,778	106,226	5.98
All ports in Canada	All ports in Canada	2,107,958	1,942,772 ³	11,209,660	5.77

¹ Exclusive of standing (L) permits and extensions.

² Including Lake Erie ports.

³ Does not include an additional 37,301 cars not classified by ports of entry and exit.

TABLE 4. Number of Non-resident Motorists Travelling on Customs Permits¹ who Departed from Canada in 1966, classified by Length of Visit

Days stay	Number of permits	Per cent of total permits	Number of car days	Average persons per car	Number of persons	Number of person days
1 ²	4,730,179	53.64	4,730,179	2.63	12,434,214	12,434,214
2	2,107,958	23.90	4,215,916	2.60	5,488,420	10,976,840
3	633,633	7.19	1,900,899	2.72	1,723,850	5,171,550
4	362,236	4.11	1,448,944	2.72	984,389	3,937,556
5	212,558	2.41	1,062,790	2.77	588,032	2,940,160
6	141,983	1.61	851,898	2.82	400,749	2,404,494
7	116,067	1.32	812,469	2.91	337,434	2,362,038
8	119,416	1.35	955,328	3.02	361,013	2,888,104
9	75,040	0.85	675,360	2.93	219,795	1,978,155
10	49,666	0.56	496,660	2.87	142,300	1,423,000
11	35,529	0.40	390,819	2.82	100,028	1,100,308
12	27,027	0.31	324,324	2.78	75,181	902,172
13	23,340	0.26	303,420	2.81	65,590	852,670
14	21,921	0.25	306,894	2.85	62,556	875,784
15	22,236	0.25	333,540	2.94	65,273	979,095
16	14,597	0.17	233,552	2.82	41,149	658,384
17	10,223	0.12	173,791	2.70	27,599	469,183
18	7,591	0.09	136,638	2.63	19,932	358,776
19	6,055	0.07	115,045	2.56	15,486	294,234
20	5,201	0.06	104,020	2.56	13,333	266,660
21	4,702	0.05	98,742	2.56	12,043	252,903
22	4,521	0.05	99,462	2.53	11,454	251,988
23	3,700	0.04	85,100	2.56	9,472	217,856
24	2,941	0.03	70,584	2.45	7,205	172,920
25 - 29	12,024	0.14	324,364	2.41	29,015	782,825
30 - 39	11,588	0.13	385,359	2.38	27,619	918,608
40 - 59	8,455	0.10	407,223	2.37	20,032	964,741
60 - 89	5,423	0.06	391,691	2.32	12,583	908,870
90 - 179	4,509	0.05	537,815	2.12	9,562	1,140,555
180 and over	590	0.01	125,701	2.22	1,312	279,522
Not classified ³	37,301	0.42	—	2.77	92,509	—
Totals	8,818,210	100.00	22,098,527	2.65	23,399,129	59,164,165
Average length of stay			2.52			

¹ Exclusive of standing (L) permits and extensions.

² Motorists entering and departing on the same day.

³ Not classified by length of visit.

TABLE 5. Number of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1966, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	335,736	360,386	3,662,059	54,063	29,229	19,090	269,616	4,730,179
2	59,737	128,710	1,753,685	16,181	6,076	7,982	135,587	2,107,958
3	21,275	80,312	421,210	11,195	4,426	6,707	88,508	633,633
4	17,152	53,844	220,222	6,995	3,314	6,400	54,309	362,236
5	13,512	31,668	117,624	5,208	2,689	5,705	36,152	212,558
6	11,131	19,847	75,738	3,941	2,160	4,674	24,492	141,983
7	10,535	13,954	65,217	3,299	1,700	3,506	17,856	116,067
8	9,447	10,988	77,782	2,610	1,446	2,683	14,460	119,416
9	7,474	7,045	44,450	2,001	1,138	2,085	10,847	75,040
10	5,898	5,077	26,331	1,602	846	1,651	8,261	49,666
11	4,874	3,587	17,763	1,181	636	1,261	6,227	35,529
12	3,992	2,543	13,031	947	544	971	4,999	27,027
13	3,417	2,136	11,664	790	477	803	4,053	23,340
14	3,282	1,723	11,887	625	432	676	3,296	21,921
15	2,833	1,490	13,689	547	316	491	2,870	22,236
16	1,951	1,176	8,155	426	252	441	2,196	14,597
17	1,375	836	5,348	360	233	357	1,714	10,223
18	1,069	688	3,704	328	194	261	1,347	7,591
19	906	548	2,858	245	154	218	1,126	6,055
20	743	490	2,455	222	141	186	964	5,201
21	732	428	2,316	173	115	164	774	4,702
22	616	411	2,320	139	85	142	808	4,521
23	495	363	1,876	130	91	109	636	3,700
24	395	298	1,443	129	84	94	498	2,941
25- 29	1,643	1,296	5,988	481	316	340	1,960	12,024
30- 39	1,629	1,289	5,763	436	258	332	1,881	11,588
40- 59	1,397	865	4,021	337	224	270	1,341	8,455
60- 89	849	594	2,568	209	201	207	795	5,423
90-179	874	537	1,794	200	179	197	728	4,509
180 and over	40	103	242	26	26	25	128	590
Not classified ³	4,010	6,429	17,118	1,321	463	1,024	6,936	37,301
Totals	529,019	739,661	6,600,321	116,347	58,445	69,052	705,365	8,818,210

¹ Exclusive of standing (L) permits and extensions.² Automobiles entering and departing on the same day.³ Not classified by length of visit.

TABLE 6. Percentage Distribution of Non-resident Automobiles Travelling on Customs Permits¹ which Departed from Canada in 1966, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	63.46	48.72	55.48	46.47	50.01	27.65	38.22	53.64
2	11.29	17.40	26.57	13.91	10.40	11.56	19.22	23.90
3	4.02	10.86	6.38	9.62	7.57	9.71	12.55	7.19
4	3.24	7.28	3.34	6.01	5.67	9.27	7.70	4.11
5	2.55	4.28	1.78	4.48	4.60	8.26	5.13	2.41
6	2.10	2.68	1.15	3.39	3.70	6.77	3.47	1.61
7	1.99	1.89	0.99	2.84	2.91	5.08	2.53	1.32
8	1.79	1.49	1.18	2.24	2.47	3.88	2.05	1.35
9	1.41	0.95	0.67	1.72	1.95	3.02	1.54	0.85
10	1.12	0.69	0.40	1.38	1.45	2.39	1.17	0.56
11	0.92	0.49	0.27	1.02	1.09	1.83	0.88	0.40
12	0.75	0.34	0.20	0.81	0.93	1.41	0.71	0.31
13	0.65	0.29	0.18	0.68	0.82	1.16	0.58	0.26
14	0.62	0.23	0.18	0.54	0.74	0.98	0.47	0.25
15	0.54	0.20	0.21	0.47	0.54	0.71	0.41	0.25
16	0.37	0.16	0.12	0.37	0.43	0.64	0.31	0.17
17	0.26	0.11	0.08	0.31	0.40	0.52	0.24	0.12
18	0.20	0.09	0.05	0.28	0.33	0.38	0.19	0.09
19	0.17	0.07	0.04	0.21	0.26	0.31	0.16	0.07
20	0.14	0.07	0.04	0.19	0.24	0.27	0.14	0.06
21	0.14	0.06	0.03	0.15	0.20	0.24	0.11	0.05
22	0.12	0.06	0.03	0.12	0.15	0.20	0.11	0.05
23	0.09	0.05	0.03	0.11	0.16	0.16	0.09	0.04
24	0.08	0.04	0.02	0.11	0.14	0.14	0.07	0.03
25- 29	0.31	0.18	0.09	0.41	0.54	0.49	0.28	0.14
30- 39	0.31	0.17	0.09	0.37	0.44	0.48	0.27	0.13
40- 59	0.26	0.12	0.06	0.29	0.38	0.39	0.19	0.10
60- 89	0.16	0.08	0.04	0.18	0.34	0.30	0.11	0.06
90-179	0.17	0.07	0.03	0.17	0.31	0.28	0.10	0.05
180 and over	0.01	0.01	0.01	0.02	0.04	0.04	0.02	0.01
Not classified ³	0.76	0.87	0.26	1.13	0.79	1.48	0.98	0.42
Totals	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

¹ Exclusive of standing (L) permits and extensions.

² Automobiles entering and departing on the same day.

³ Not classified by length of visit.

TABLE 7. Number of Non-resident Persons Travelling in Automobiles on Customs Permits¹ who Departed from Canada in 1966, classified by Length of Visit, by Province of Exit

Days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ²	878,147	948,916	9,566,820	157,778	86,184	60,180	736,189	12,434,214
2	150,960	335,695	4,547,713	48,126	17,513	25,170	363,243	5,488,420
3	59,624	222,677	1,136,223	33,089	13,002	20,611	238,624	1,723,850
4	48,716	148,502	590,134	20,808	9,958	19,247	147,024	984,389
5	38,638	86,447	321,133	15,702	8,070	17,357	100,685	588,032
6	31,981	54,635	210,719	12,586	6,517	14,131	70,180	400,749
7	30,435	38,736	190,091	10,595	5,202	10,786	51,589	337,434
8	27,614	30,674	239,824	8,345	4,434	8,156	41,966	361,013
9	21,997	19,545	131,109	6,243	3,423	6,273	31,205	219,795
10	17,576	13,821	75,090	4,922	2,429	5,125	23,337	142,300
11	14,533	9,606	49,302	3,552	1,792	3,761	17,482	100,028
12	11,801	6,653	35,765	2,747	1,579	2,886	13,750	75,181
13	10,273	5,626	32,328	2,324	1,386	2,382	11,271	65,590
14	9,929	4,521	34,043	1,841	1,221	1,952	9,049	62,556
15	8,620	3,959	40,845	1,610	893	1,414	7,932	65,273
16	5,818	3,171	23,055	1,233	745	1,271	5,856	41,149
17	3,959	2,119	14,312	1,025	646	986	4,552	27,599
18	3,025	1,606	9,536	985	550	727	3,503	19,932
19	2,494	1,290	7,180	678	396	629	2,819	15,486
20	2,106	1,116	6,151	622	371	476	2,491	13,333
21	1,925	1,024	5,941	468	305	419	1,961	12,043
22	1,638	974	5,940	361	210	360	1,971	11,454
23	1,377	895	4,747	353	216	285	1,599	9,472
24	1,022	679	3,549	333	196	249	1,177	7,205
25 - 29	4,258	2,848	14,358	1,211	763	847	4,730	29,015
30 - 39	4,122	2,870	13,864	1,073	542	797	4,351	27,619
40 - 59	3,290	1,871	9,789	842	478	658	3,104	20,032
60 - 89	2,034	1,331	6,012	500	441	511	1,754	12,583
90 - 179	1,699	1,126	3,901	424	413	442	1,557	9,562
180 and over	83	239	511	51	53	69	306	1,312
Not classified ³	10,106	16,435	41,372	3,446	1,263	2,696	17,191	92,509
Totals	1,409,800	1,969,607	17,371,357	343,873	171,191	210,853	1,922,448	23,399,129

¹ Exclusive of standing (L) permits and extensions.

² Persons entering and departing on the same day.

³ Not classified by length of visit.

TABLE 8. Number of Non-resident Automobiles which Entered Canada on Customs Permits Through Provinces Indicated and which Departed in the Year 1966, after Remaining One or More Nights, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ¹	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	8	246	380	2,352	129	70	137	289	69	3,680
Alaska	—	31	66	347	233	507	814	6,068	11,398	19,464
Arizona	6	92	166	2,009	133	144	820	1,786	252	5,408
Arkansas	1	62	94	936	107	59	130	259	74	1,722
California	78	1,186	2,499	19,939	2,235	1,353	8,039	64,192	2,970	102,491
Colorado	8	108	384	3,081	469	582	2,143	3,311	315	10,401
Connecticut	861	14,856	28,481	23,038	105	52	214	544	209	68,360
Delaware	47	496	823	3,447	31	22	59	158	36	5,119
Dist. of Columbia	72	221	728	1,890	39	11	41	150	19	3,171
Florida	168	2,073	4,016	20,690	426	301	717	1,481	362	30,234
Georgia	28	330	719	3,187	126	74	208	355	77	5,104
Hawaii	—	35	40	226	9	9	46	250	16	631
Idaho	17	45	59	776	122	122	1,493	7,531	209	10,374
Illinois	175	1,368	2,920	81,504	3,256	1,119	2,082	2,342	392	95,158
Indiana	92	812	1,050	41,787	777	377	683	935	270	46,783
Iowa	34	181	423	17,215	2,309	985	920	952	249	23,268
Kansas	24	146	358	4,408	1,031	567	723	964	155	8,376
Kentucky	15	269	269	6,046	118	71	103	305	61	7,257
Louisiana	10	168	351	2,255	181	94	282	459	124	3,924
Maine	681	65,601	22,013	4,113	49	25	50	104	34	92,670
Maryland	293	1,845	4,225	14,983	111	97	263	429	74	22,320
Massachusetts	3,346	36,252	51,187	40,595	161	72	325	509	90	132,537
Michigan	166	2,409	4,195	1,154,684	1,749	884	1,514	2,201	758	1,168,560
Minnesota	18	413	777	53,902	16,925	2,830	2,001	2,072	418	79,356
Mississippi	18	98	253	1,437	116	65	91	282	31	2,391
Missouri	32	294	420	8,301	706	347	643	784	223	11,750
Montana	3	71	151	853	632	5,608	12,272	5,263	238	25,091
Nebraska	7	113	381	3,611	1,438	633	675	727	102	7,687
Nevada	4	53	78	622	48	47	275	1,388	102	2,617
New Hampshire	338	4,674	26,817	4,708	42	24	66	103	40	36,812
New Jersey	1,081	7,127	22,645	51,895	280	184	579	890	176	84,857
New Mexico	11	74	131	598	97	66	351	489	108	1,925
New York	2,090	13,578	97,269	909,670	444	238	1,073	1,809	373	1,026,544
North Carolina	66	515	1,129	4,831	160	85	117	339	74	7,316
North Dakota	3	44	138	3,039	19,522	7,609	437	647	57	31,496
Ohio	324	2,527	4,300	215,917	870	437	1,214	1,707	466	227,762
Oklahoma	8	159	179	2,578	327	273	629	618	149	4,920
Oregon	6	134	317	2,296	323	257	1,353	39,829	899	45,414
Pennsylvania	901	5,838	11,821	138,301	431	307	792	1,144	340	159,875
Rhode Island	219	2,381	8,253	6,029	66	17	30	219	11	17,225
South Carolina	11	180	382	1,628	87	47	61	172	46	2,614
South Dakota	2	26	132	1,529	1,423	686	435	388	77	4,698
Tennessee	30	216	397	4,270	125	76	189	420	68	5,791
Texas	29	582	829	7,257	724	635	1,978	2,446	555	15,035
Utah	—	31	119	1,332	102	102	2,512	1,880	166	6,244
Vermont	127	1,177	52,019	4,026	27	10	52	125	25	57,588
Virginia	193	1,472	2,851	11,485	192	102	275	613	129	17,312
Washington	9	191	799	4,142	555	397	2,358	233,555	1,397	243,403
West Virginia	17	146	243	5,245	26	25	54	113	34	5,903
Wisconsin	24	381	917	41,452	2,136	909	1,128	1,182	317	48,446
Wyoming	1	17	82	457	96	184	666	495	86	2,084
Totals U.S.	11,702	171,344	359,275	2,940,919	61,826	29,797	54,112	395,273	24,920	4,049,168
Not classified ²	351	3,659	6,429	17,118	1,321	463	1,024	6,755	181	37,301
Other countries ³	34	56	393	713	52	23	66	204	21	1,562
Grand totals⁴ ..	12,087	175,059	366,097	2,958,750	63,199	30,283	55,202	402,232	25,122	4,088,031

¹ Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

² Not classified by state or country of registration.

³ Other countries comprise: Argentina 11, Austria 6, Australia 12, Bahamas 43, Belgium 23, Bermuda 25, Bolivia 6, Brazil 11, British Honduras 7, Chile 1, China 7, Colombia 6, Costa Rica 3, Cuba 19, Cyprus 1, Czechoslovakia 1, Denmark 13, Egypt 1, England 216, France 96, Germany 523, Greece 14, Guam 12, Guatemala 8, Haiti 3, Honduras 2, Hong Kong 2, Iceland 1, India 1, Ireland 16, Israel 3, Italy 43, Japan 25, Java 1, Jordan 1, Malaya 1, Malta 1, Mexico 122, Morocco 2, Netherlands 45, Netherlands Antilles 4, New Zealand 3, Nicaragua 2, Northern Ireland 9, Panama Canal Zone 59, Pakistan 1, Philippine Islands 13, Peru 2, Portugal 2, Puerto Rico 18, Rhodesia 1, St. Pierre and Miquelon 8, Saudi Arabia 1, Scotland 8, South Africa (Republic) 8, Spain 15, Sweden 22, Switzerland 40, Turkey 1, Venezuela 3, Virgin Islands 3, West Indies 5.

⁴ Do not include 26,177 standing (L) permits and 11,460 extensions.

TABLE 9. Number of Non-resident Automobiles which Entered Canada on Customs Permits¹ Through Provinces Indicated and which Departed in the Year 1966, after Remaining Two or More Nights, classified by U.S. Federal States or Countries of Registration

State	Nfld. P.E.I. N.S. ²	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Alabama	8	136	256	1,010	97	61	127	231	58	1,984
Alaska	—	19	60	260	231	504	804	5,066	8,634	15,578
Arizona	5	71	116	1,129	115	138	734	1,478	176	3,962
Arkansas	1	40	70	404	82	55	115	154	61	982
California	78	906	1,946	9,983	1,962	1,253	7,308	53,584	1,862	78,882
Colorado	8	86	284	1,395	399	517	1,939	2,658	217	7,503
Connecticut	849	10,489	22,362	11,222	85	47	203	408	137	45,802
Delaware	47	380	679	1,917	29	22	57	116	27	3,274
Dist. of Columbia	70	182	560	1,086	31	10	38	97	5	2,079
Florida	164	1,680	3,172	12,056	366	282	666	1,169	250	19,805
Georgia	28	257	550	1,599	103	71	179	232	64	3,083
Hawaii	—	17	35	124	8	9	44	183	8	428
Idaho	17	23	49	435	105	104	1,152	5,398	155	7,438
Illinois	173	1,133	2,287	51,849	2,945	1,054	1,887	1,856	257	63,441
Indiana	91	619	772	24,948	680	355	629	741	173	29,008
Iowa	33	150	295	12,173	2,004	916	786	750	153	17,260
Kansas	24	104	260	2,451	862	485	612	615	104	5,517
Kentucky	15	135	207	3,501	100	67	89	239	48	4,401
Louisiana	10	106	257	1,307	148	76	253	291	96	2,544
Maine	642	23,634	14,336	2,104	40	25	47	89	24	40,941
Maryland	288	1,658	3,549	9,266	94	90	239	365	41	15,590
Massachusetts	3,304	32,374	39,431	18,583	169	66	310	434	64	94,735
Michigan	166	1,999	3,027	356,986	1,616	845	1,406	1,846	510	368,401
Minnesota	18	197	607	35,308	11,782	2,680	1,784	1,652	289	54,317
Mississippi	18	64	200	825	81	44	81	201	20	1,534
Missouri	32	218	356	5,316	587	315	562	549	149	8,084
Montana	3	54	113	479	533	3,728	8,093	3,741	166	16,910
Nebraska	7	72	173	2,046	1,271	578	570	553	69	5,339
Nevada	4	40	57	399	42	44	254	1,139	81	2,060
New Hampshire	330	3,841	17,681	2,266	39	24	55	92	30	24,358
New Jersey	1,057	6,154	18,368	29,348	226	170	533	732	122	56,710
New Mexico	11	60	113	345	83	61	304	362	71	1,410
New York	2,055	11,706	58,815	309,322	398	222	1,012	1,519	231	385,280
North Carolina	61	354	836	2,639	138	73	107	230	57	4,495
North Dakota	3	38	95	2,011	11,848	4,875	361	419	40	19,690
Ohio	317	2,141	3,115	131,732	784	418	1,121	1,359	312	141,299
Oklahoma	8	81	131	1,336	261	216	561	442	112	3,148
Oregon	6	102	250	1,197	279	224	1,188	31,866	590	35,702
Pennsylvania	878	4,765	9,375	84,152	369	281	743	954	235	101,752
Rhode Island	212	2,052	6,692	2,823	53	15	28	156	7	12,038
South Carolina	11	101	304	882	88	41	57	125	39	1,628
South Dakota	2	19	60	864	1,172	619	376	296	54	3,462
Tennessee	30	168	277	1,934	96	68	176	260	48	3,057
Texas	29	374	585	3,341	568	457	1,747	1,765	416	9,282
Utah	—	20	77	857	86	94	2,154	1,492	117	4,897
Vermont	125	1,010	13,922	1,844	26	10	52	93	18	17,100
Virginia	191	1,198	2,202	6,521	146	94	254	419	96	11,121
Washington	9	154	665	1,875	502	456	1,961	138,852	961	145,435
West Virginia	17	127	184	3,278	20	22	53	73	27	3,801
Wisconsin	24	277	693	27,499	1,864	859	1,010	960	223	33,409
Wyoming	1	11	50	239	65	159	576	389	59	1,549
Totals U.S.	11,480	111,596	230,556	1,186,466	45,658	23,899	45,397	268,690	17,763	1,941,505
Not classified ³	351	3,659	6,429	17,118	1,321	463	1,024	6,755	181	37,301
Other countries ⁴	28	42	302	584	47	21	62	166	15	1,267
Grand totals...	11,859	115,297	237,287	1,204,168	47,026	24,383	46,483	275,611	17,959	1,980,073

¹ Exclusive of standing (L) permits and extensions.

² Traffic entering Canada through Newfoundland, Prince Edward Island and Nova Scotia is restricted to vehicles which travel to these provinces by water direct from other countries and excludes vehicles which proceed to these provinces after entering Canada through other provinces. A heavy volume of traffic proceeds to Nova Scotia after entering Canada through ports on the border between New Brunswick and the United States.

³ Not classified by state or country of registration.

⁴ Other countries comprise: Argentina 1, Austria 5, Australia 12, Bahamas 37, Belgium 18, Bermuda 22, Bolivia 5, Brazil 8, British Honduras 7, Chile 1, China 5, Colombia 5, Costa Rica 3, Cuba 7, Cyprus 1, Czechoslovakia 1, Denmark 11, Egypt 1, England 186, France 74, Germany 439, Greece 4, Guam 7, Guatemala 6, Haiti 3, Honduras 2, Hong Kong 1, Iceland 1, India 1, Ireland 8, Israel 1, Italy 29, Japan 21, Java 1, Jordan 1, Malaya 1, Malta 1, Mexico 109, Morocco 2, Netherlands 40, Netherlands Antilles 2, New Zealand 2, Nicaragua 2, Northern Ireland 3, Panama Canal Zone 49, Pakistan 1, Philippine Islands 10, Peru 1, Portugal 1, Puerto Rico 13, Rhodesia 1, St. Pierre and Miquelon 8, Saudi Arabia 1, Scotland 2, South Africa (Republic) 5, Spain 12, Sweden 18, Switzerland 38, Turkey 1, Venezuela 1, Virgin Islands 3, West Indies 5.

**TABLE 10. Number of Non-resident Automobiles Travelling in Canada on Customs Permits¹
which Departed in the Years 1962 - 66**

Classified by Selected U.S. Federal States of Registration

State	1962	1963	1964	1965	1966
North Eastern	1, 295, 279	1, 350, 447	1, 446, 995	1, 585, 857	1, 676, 468
Connecticut	52, 242	54, 198	57, 681	62, 070	68, 360
Maine	76, 334	78, 589	83, 410	87, 353	92, 670
Massachusetts	110, 918	114, 377	117, 378	124, 903	132, 537
New Hampshire	30, 293	29, 904	32, 590	34, 934	36, 812
New Jersey	70, 670	78, 272	78, 014	84, 601	84, 857
New York	759, 057	790, 110	866, 233	972, 823	1, 026, 544
Pennsylvania	129, 731	136, 383	139, 682	146, 542	159, 875
Rhode Island	14, 952	15, 360	15, 675	16, 657	17, 225
Vermont	51, 082	53, 254	56, 332	55, 974	57, 588
Per cent of total	42.4	41.8	41.0	41.9	41.4
Great Lakes	1, 138, 388	1, 243, 376	1, 383, 615	1, 468, 113	1, 586, 709
Illinois	76, 427	80, 507	93, 616	91, 897	95, 158
Indiana	34, 575	38, 152	42, 740	44, 023	46, 783
Michigan	811, 458	888, 968	999, 175	1, 071, 507	1, 168, 560
Ohio	174, 196	192, 123	201, 445	213, 676	227, 762
Wisconsin	41, 732	43, 626	46, 639	47, 010	48, 446
Per cent of total	37.2	38.4	39.2	38.8	39.2
North Western	111, 585	123, 303	128, 867	132, 363	135, 943
Minnesota	67, 650	72, 834	77, 474	79, 497	79, 356
Montana	19, 209	21, 464	21, 283	22, 773	25, 091
North Dakota	24, 726	29, 005	30, 110	30, 093	31, 496
Per cent of total	3.7	3.8	3.6	3.5	3.3
West Coast	299, 305	300, 645	331, 073	354, 530	391, 308
California	111, 354	78, 433	91, 239	94, 254	102, 491
Oregon	28, 426	32, 145	35, 742	40, 740	45, 414
Washington	159, 525	190, 067	204, 092	219, 536	243, 403
Per cent of total	9.8	9.3	9.4	9.4	9.7
Other (Remaining states and foreign countries)	211, 558	216, 222	238, 359	244, 445	260, 302
Per cent of total	6.9	6.7	6.8	6.4	6.4
Totals	3, 056, 115	3, 233, 993	3, 528, 909	3, 785, 308	4, 050, 730
Not classified²	24, 120	25, 921	30, 054	29, 835	37, 301

¹ Includes all entries of automobiles spending one or more nights in Canada — excludes vehicles entering and departing on the same day, extensions, and all trips on standing (L) permits.

² Not classified by state or country of registration — excluded from totals.

TABLE 11. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus and Rail, 1962-66
Classified by Selected U.S. Federal States of Origin²

State	1962	1963	1964	1965	1966
North Eastern	479,000	508,000	516,000	661,000	705,000
Connecticut	35,000	32,000	27,000	44,000	40,000
Massachusetts	56,000	46,000	66,000	93,000	93,000
New Jersey	64,000	70,000	65,000	83,000	104,000
New York	248,000	261,000	282,000	325,000	329,000
Pennsylvania	58,000	79,000	52,000	91,000	105,000
Other North Eastern ³	18,000	20,000	24,000	25,000	34,000
Per cent of total	42.6	43.8	40.6	47.4	46.0
Great Lakes	278,000	303,000	335,000	298,000	329,000
Illinois	83,000	96,000	83,000	87,000	82,000
Indiana	18,000	13,000	14,000	18,000	19,000
Michigan	78,000	85,000	121,000	88,000	96,000
Ohio	79,000	90,000	92,000	79,000	104,000
Wisconsin	20,000	19,000	25,000	26,000	28,000
Per cent of total	24.7	26.1	26.3	21.4	21.5
North Western	39,000	54,000	41,000	47,000	54,000
Minnesota	30,000	43,000	30,000	37,000	39,000
Other North Western ³	9,000	11,000	11,000	10,000	15,000
Per cent of total	3.5	4.7	3.2	3.4	3.5
West Coast	155,000	139,000	194,000	205,000	197,000
California	87,000	71,000	100,000	103,000	113,000
Oregon	15,000	13,000	20,000	20,000	22,000
Washington	53,000	55,000	74,000	82,000	62,000
Per cent of total	13.8	12.0	15.3	14.7	12.8
Remaining states	174,000	156,000	186,000	183,000	248,000
Colorado	11,000	8,000	13,000	11,000	16,000
Florida	10,000	13,000	12,000	10,000	19,000
Iowa	9,000	7,000	7,000	7,000	14,000
Maryland	11,000	10,000	12,000	13,000	18,000
Missouri	21,000	15,000	15,000	17,000	15,000
Texas	19,000	19,000	21,000	30,000	35,000
Other remaining ³	93,000	84,000	106,000	95,000	131,000
Per cent of total	15.4	13.4	14.6	13.1	16.2
Totals	1,125,000	1,160,000	1,272,000	1,394,000	1,533,000

¹ Exclusive of in transit traffic.² State of origin estimated on the basis of the U.S. Department of Commerce survey.³ Includes states normally below an estimate of 10,000 entries.

TABLE 12. Number of Non-resident Travellers¹ Entering Canada from the United States by Plane, Bus, and Rail in 1966, classified by Length of Visit

Estimated days stay	Plane		Bus		Rail	
	Number of persons	Per cent of total persons	Number of persons	Per cent of total persons	Number of persons	Per cent of total persons
1 ²	34,628	4.90	43,299	6.97	9,424	4.58
2	136,880	19.38	86,728	13.96	19,503	9.49
3	152,182	21.55	75,027	12.08	32,034	15.58
4	116,978	16.56	69,113	11.12	26,605	12.94
5	61,705	8.74	63,651	10.25	14,910	7.25
6	42,772	6.06	34,545	5.56	18,513	9.00
7	24,612	3.48	36,176	5.82	13,289	6.46
8	20,271	2.87	57,480	9.25	18,975	9.23
9	10,948	1.55	28,969	4.66	6,379	3.10
10	13,834	1.96	28,368	4.57	5,275	2.57
11	11,733	1.66	13,549	2.18	5,133	2.50
12	10,968	1.55	10,193	1.64	3,606	1.75
13	7,174	1.01	8,617	1.39	3,020	1.47
14	6,225	0.88	6,334	1.02	3,959	1.93
15	8,128	1.15	8,235	1.33	3,755	1.83
16	3,820	0.54	3,059	0.49	2,394	1.17
17	2,841	0.40	4,590	0.74	1,668	0.81
18	2,870	0.41	3,033	0.49	2,817	1.37
19	3,713	0.53	5,563	0.90	1,390	0.68
20	2,805	0.40	1,146	0.18	1,234	0.60
21	2,432	0.34	2,674	0.43	1,333	0.65
22	2,396	0.34	2,894	0.47	1,609	0.78
23	3,381	0.48	3,276	0.53	684	0.33
24	1,046	0.15	3,844	0.62	638	0.31
25 - 29	4,521	0.64	3,673	0.59	1,393	0.68
30 - 39	4,870	0.69	7,394	1.19	2,709	1.32
40 - 59	9,163	1.30	7,644	1.23	2,249	1.09
60 - 89	3,361	0.48	2,127	0.34	1,093	0.53
90 - 179	—	—	—	—	—	—
180 and over	—	—	—	—	—	—
Totals	706,257	100.00	621,201	100.00	205,591	100.00

¹ Exclusive of in transit traffic.

² Persons entering and departing on the same day.

TABLE 13. Number and Expenditures of Canadian Automobiles Returning to Canada in 1966, classified by Length of Visit

Estimated days stay	Number of cars	Per cent of total cars	Number of car days	Estimated expenditures	Per cent of total expenditures	Average expenditure per car	Average expenditure per car per day
				\$		\$	\$
1 ¹	8,455,748	81.30	8,455,748	42,099,400	11.69	5.00	5.00
2	500,797	4.81	1,001,594	19,925,100	5.53	39.80	19.90
3	405,482	3.90	1,216,446	33,652,200	9.34	83.00	27.70
4	268,593	2.58	1,074,372	28,378,500	7.88	105.70	26.40
5	128,558	1.24	642,790	18,058,800	5.01	140.50	28.10
6	88,941	0.86	533,646	14,365,900	3.99	161.50	26.90
7	64,264	0.62	449,848	11,920,200	3.31	185.50	26.50
8	86,325	0.83	690,600	18,372,800	5.10	212.80	26.60
9	48,263	0.46	434,367	11,507,400	3.19	238.40	26.50
10	36,513	0.35	365,130	9,759,500	2.71	267.30	26.70
11	33,664	0.32	370,304	9,488,200	2.63	281.90	25.60
12	25,682	0.25	308,184	7,631,200	2.12	297.10	24.80
13	27,619	0.27	359,047	8,771,700	2.44	317.60	24.40
14	24,708	0.24	345,912	8,886,600	2.47	359.70	25.70
15	37,632	0.36	564,480	14,289,500	3.97	379.70	25.30
16	21,627	0.21	346,032	9,042,800	2.51	418.10	26.10
17	13,805	0.13	234,685	6,134,700	1.70	444.40	26.10
18	11,930	0.11	214,740	5,688,000	1.58	476.80	26.50
19	11,273	0.11	214,187	5,590,800	1.55	496.00	26.10
20	8,966	0.09	179,320	4,764,700	1.32	531.40	26.60
21	7,655	0.07	160,755	4,142,600	1.15	541.20	25.80
22	10,445	0.10	229,790	5,880,800	1.63	563.00	25.60
23	7,893	0.07	181,539	4,691,000	1.30	594.30	25.80
24	5,398	0.05	129,552	3,240,500	0.90	600.30	25.00
25- 29	17,977	0.17	483,581	11,699,500	3.25	650.80	24.20
30- 39	18,228	0.18	608,997	13,036,000	3.62	715.20	21.40
40- 59	11,425	0.11	547,715	9,157,500	2.54	801.50	16.70
60- 89	9,026	0.09	645,810	7,484,700	2.08	829.20	11.60
90-179	11,199	0.11	1,459,790	10,970,200	3.05	979.60	7.50
180 and over	1,544	0.01	359,474	1,564,000	0.44	1,012.90	4.40
Totals	10,401,180	100.00	22,808,435	360,194,800	100.00	34.60	15.80
Average length of stay per car			2.18				

¹ Automobiles leaving and returning on the same day.

**TABLE 14. Number of and Average Expenditure per Day by Canadian Motorists
Returning to Canada in 1966, classified by Length of Visit**

Estimated days stay	Average persons per car	Estimated number of persons	Number of person days	Average expenditure per person per day
				\$
1 ¹	2.66	22,494,545	22,494,545	1.90
2	2.86	1,431,089	2,862,178	7.00
3	3.03	1,229,322	3,687,966	9.10
4	3.00	807,040	3,228,160	8.80
5	3.00	386,078	1,930,390	9.40
6	2.93	260,363	1,562,178	9.20
7	3.05	196,315	1,374,205	8.70
8	3.20	276,186	2,209,488	8.30
9	3.11	150,099	1,350,891	8.50
10	2.95	107,740	1,077,400	9.10
11	2.97	99,827	1,098,097	8.60
12	3.03	77,692	932,304	8.20
13	3.14	86,772	1,128,036	7.80
14	3.16	77,983	1,091,762	8.10
15	3.29	123,969	1,859,535	7.70
16	3.11	67,181	1,074,896	8.40
17	2.95	40,681	691,577	8.90
18	2.97	35,423	637,614	8.90
19	2.90	32,690	621,110	9.00
20	2.86	25,658	513,160	9.30
21	2.90	22,201	466,221	8.90
22	2.97	31,018	682,396	8.60
23	2.79	22,001	506,023	9.30
24	2.61	14,072	337,728	9.60
25 - 29	2.71	48,667	1,309,142	8.90
30 - 39	2.48	45,190	1,509,798	8.60
40 - 59	2.20	25,188	1,207,513	7.60
60 - 89	2.05	18,502	1,323,818	5.70
90 - 179	1.93	21,669	2,824,554	3.90
180 and over	1.87	2,886	671,919	2.30
Totals	2.72	28,258,047	62,264,604	5.80
Average length of stay per person			2.20	

¹ Motorists leaving and returning on the same day.

TABLE 15. Number of Canadian Automobiles Returning to Canada in 1966, classified by Length of Visit, by Province of Re-entry into Canada

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ¹	1,937,058	1,357,715	3,863,733	167,077	85,373	54,568	990,224	8,455,748
2	37,123	149,867	224,240	17,042	5,010	5,330	62,185	500,797
3	27,673	116,723	157,172	21,482	7,303	7,516	67,613	405,482
4	21,500	85,277	103,411	12,790	5,145	4,553	35,917	268,593
5	10,970	44,569	44,176	7,339	2,231	4,074	15,199	128,558
6	7,002	35,814	27,215	3,824	1,806	1,992	11,288	88,941
7	4,701	24,309	22,088	2,625	1,189	1,725	7,627	64,264
8	4,083	44,983	20,548	3,592	983	1,652	10,484	86,325
9	3,684	19,445	14,918	2,159	813	1,073	6,171	48,263
10	2,633	11,982	14,721	1,951	578	681	3,967	36,513
11	1,947	11,554	12,661	1,277	421	782	5,022	33,664
12	1,472	9,112	9,953	419	469	826	3,431	25,682
13	1,990	10,690	7,387	1,270	516	512	5,254	27,619
14	2,194	7,343	8,663	645	419	711	4,733	24,708
15	928	18,076	11,030	672	583	585	5,758	37,632
16	525	7,646	8,558	809	395	732	2,962	21,627
17	604	3,351	5,935	539	340	328	2,708	13,805
18	655	3,039	5,612	286	212	425	1,701	11,930
19	709	2,864	4,285	612	225	500	2,078	11,273
20	261	1,824	4,084	411	215	277	1,894	8,966
21	200	1,659	3,684	364	141	440	1,167	7,655
22	282	4,181	4,218	341	146	225	1,052	10,445
23	—	2,138	3,514	285	100	382	1,474	7,893
24	151	1,823	1,953	170	44	179	1,078	5,398
25 - 29	821	3,959	8,029	954	520	664	3,030	17,977
30 - 39	606	4,584	7,974	1,227	504	463	2,870	18,228
40 - 59	470	2,691	5,243	377	299	203	2,142	11,425
60 - 89	532	1,441	4,133	427	197	276	2,020	9,026
90 - 179	549	2,371	5,265	924	662	367	1,061	11,199
180 and over	157	387	497	98	59	174	172	1,544
Totals	2,071,480	1,991,417	4,614,900	251,988	116,898	92,215	1,262,282	10,401,180

¹ Automobiles leaving and returning on the same day.

**TABLE 16. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Province of Entry, 1962-66**

Province of entry	1962	1963	1964	1965	1966
Length of stay—One or more nights in Canada					
Atlantic Provinces	162,791	171,385	185,521	203,076	212,872
Quebec	339,881	337,092	360,363	369,811	373,613
Ontario	2,236,169	2,439,526	2,683,576	2,809,470	3,044,349
Manitoba	48,961	56,047	60,196	63,526	68,838
Saskatchewan	25,311	30,024	30,966	32,418	33,016
Alberta	46,230	51,017	48,550	57,799	62,601
British Columbia	353,631	315,944	349,389	386,836	433,012
Yukon Territory	17,623	20,012	21,359	24,733	28,684
Canada	3,230,597	3,421,047	3,739,920	3,947,669	4,256,985¹
Length of stay—Entering and departing on the same day					
Atlantic Provinces	260,238	280,159	301,795	318,317	337,622
Quebec	324,121	329,126	336,977	345,603	362,634
Ontario	3,049,399	3,224,274	3,371,730	3,503,907	3,681,865
Manitoba	52,210	55,937	56,069	57,237	54,924
Saskatchewan	25,304	29,255	30,079	29,069	29,415
Alberta	14,398	15,106	14,723	16,761	19,449
British Columbia	195,588	189,587	213,879	240,923	268,718
Yukon Territory	860	1,752	2,090	2,915	3,383
Canada	3,922,118	4,125,196	4,327,342	4,514,732	4,758,010²
Repeats and taxis					
Atlantic Provinces	1,156,677	1,031,629	948,306	938,885	923,487
Quebec	172,565	174,874	162,491	150,167	146,501
Ontario	851,087	774,465	841,482	830,153	662,050
Manitoba	52,056	59,274	60,749	64,425	64,254
Saskatchewan	14,590	15,585	17,630	16,236	17,573
Alberta	21,822	24,019	19,942	18,865	19,706
British Columbia	53,790	50,505	54,493	57,390	59,833
Yukon Territory	189	247	374	432	516
Canada	2,322,776	2,130,598	2,105,467	2,076,553	1,893,920
Commercial vehicles					
Atlantic Provinces	79,221	62,831	57,063	58,215	59,077
Quebec	107,437	112,416	108,058	110,054	100,418
Ontario	201,168	214,119	211,896	241,328	296,794
Manitoba	22,649	19,299	16,407	17,750	20,101
Saskatchewan	9,652	10,356	11,514	13,488	12,086
Alberta	8,551	13,908	9,522	10,355	11,505
British Columbia	58,299	62,544	67,014	68,624	72,781
Yukon Territory	2,155	2,127	4,015	3,834	3,617
Canada	489,132	497,600	485,489	523,648	576,379

¹ Includes 138 bicycles, 8,207 motorcycles, 105,238 trailers and 1,087 buses in 1966.

² Includes 35 bicycles, 13,627 motorcycles, 11,964 trailers and 2,209 buses in 1966.

**TABLE 17. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1962-66**

Month	1962	1963	1964	1965	1966
Length of stay — One or more nights in Canada					
January	82,376	86,802	102,195	104,939	125,105
February	86,312	92,739	115,640	112,430	135,746
March	112,876	118,683	131,138	115,267	147,877
April	148,027	159,105	161,315	182,056	206,468
May	223,879	239,757	288,254	308,627	309,995
June	416,673	423,303	454,220	447,466	486,076
July	662,234	706,595	754,154	820,828	914,588
August	705,984	765,973	778,475	815,438	835,997
September	339,474	331,185	404,207	430,303	458,216
October	190,266	216,508	244,465	259,107	270,595
November	137,621	152,863	160,643	186,766	184,571
December	124,875	127,534	145,214	164,442	181,751
Totals	3,230,597	3,421,047	3,739,920	3,947,669	4,256,985¹
Length of stay — Entering and departing on the same day					
January	161,664	164,234	200,242	190,100	217,600
February	154,980	168,784	208,592	181,586	226,511
March	216,295	232,063	239,319	227,001	265,502
April	286,523	307,221	301,626	316,456	353,462
May	336,882	344,233	392,876	417,216	407,142
June	422,162	476,981	452,145	472,037	514,334
July	631,563	658,567	704,388	750,927	746,141
August	631,183	650,599	643,986	689,045	700,703
September	375,739	360,327	400,261	418,637	427,023
October	259,446	305,714	309,068	327,475	355,485
November	234,370	247,785	264,802	270,465	294,435
December	211,311	208,688	210,037	253,787	249,672
Totals	3,922,118	4,125,196	4,327,342	4,514,732	4,758,010²

¹ Includes 138 bicycles, 8,207 motorcycles, 105,238 trailers and 1,087 buses in 1966.² Includes 35 bicycles, 13,627 motorcycles, 11,964 trailers and 2,209 buses in 1966.

**TABLE 17. Number of Non-resident Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1962-66 — Concluded**

Month	1962	1963	1964	1965	1966
Repeats and taxis					
January	128,044	108,837	112,853	109,198	113,243
February	115,202	104,689	106,751	98,404	106,304
March	137,324	114,486	120,787	126,561	121,501
April	172,157	150,578	140,282	152,150	138,677
May	203,097	177,089	184,086	183,701	165,411
June	244,231	218,772	218,807	212,855	183,615
July	299,415	285,371	281,608	274,537	232,680
August	314,263	298,127	285,848	273,665	227,453
September	233,181	207,276	210,063	206,148	182,121
October	188,567	189,127	175,391	168,210	169,824
November	157,486	152,705	147,731	136,139	126,485
December	129,809	123,541	121,260	134,985	126,606
Totals	2,322,776	2,130,598	2,105,467	2,076,553	1,893,920
Commercial vehicles					
January	41,619	43,760	41,200	37,959	41,998
February	40,247	41,867	39,060	37,331	42,825
March	44,173	46,652	39,781	47,955	50,896
April	37,907	42,377	40,518	41,424	44,900
May	41,867	40,171	40,538	43,217	49,858
June	40,383	39,910	43,045	45,937	52,772
July	40,598	41,350	40,193	45,616	50,168
August	42,725	42,084	40,159	44,504	52,080
September	37,240	38,338	40,035	43,686	49,735
October	41,871	43,939	40,546	45,651	47,201
November	41,527	38,775	39,429	45,375	47,872
December	38,975	38,377	40,985	44,993	46,074
Totals	489,132	497,600	485,489	523,648	576,379

TABLE 18. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Province of Entry, 1962 - 66

Province of entry	1962	1963	1964	1965	1966
Aeroplane					
Atlantic Provinces	21,786	23,790	25,681	28,855	31,425
Quebec	136,295	149,060	166,428	188,685	207,940
Ontario	214,511	216,505	242,422	272,914	322,444
Manitoba	17,993	17,832	23,263	26,690	26,766
Saskatchewan	4,102	3,112	3,362	3,349	3,767
Alberta	9,254	9,927	15,405	15,462	21,840
British Columbia	71,264	64,097	74,082	84,978	92,075
Yukon Territory ¹	7,303	2,729	2,673	3,242	3,589
Canada	482,508	487,052	553,316	624,175	709,846
Bus²					
Atlantic Provinces	11,793	13,297	12,940	12,807	14,042
Quebec	88,988	85,454	95,614	107,966	116,187
Ontario	273,073	339,045	363,012	430,575	475,222
Manitoba	9,591	9,539	8,742	8,980	9,045
Saskatchewan	356	232	219	40	252
Alberta	9,345	8,901	9,111	5,619	6,942
British Columbia	60,285	52,884	60,087	61,547	71,283
Yukon Territory	2,238	2,805	2,596	3,382	4,962
Canada	455,669	512,157	552,321	630,916	697,935
Rail³					
Atlantic Provinces	1,431	1,454	442	370	351
Quebec	76,524	68,695	83,257	76,496	56,921
Ontario	89,671	76,336	84,602	84,288	77,439
Manitoba	27,633	22,669	22,372	22,825	18,123
Saskatchewan	4	4	4	4	4
Alberta	4	4	4	4	4
British Columbia	35,141	30,598	33,653	30,333	30,572
Yukon Territory	14,174	16,988	16,325	17,970	22,185
Canada	244,574	216,740	240,651	232,282	205,591
Boat					
Atlantic Provinces	4,490	2,311	1,427	1,304	1,833
Quebec	10,609	9,734	13,115	12,783	19,302
Ontario	347,987	376,338	353,183	359,099	369,337
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	333,409	119,588	124,352	140,969	161,044
Yukon Territory ¹	3	8	9	8	1
Canada	696,498	507,979	492,086	514,163	551,517

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Exclusive of local bus traffic between border communities but including in transit traffic.

³ After deducting in transit passengers across Southern Ontario.

⁴ No direct entries reported.

TABLE 19. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1962 - 66

Month	1962	1963	1964	1965	1966
Aeroplane¹					
January	28,371	29,789	36,483	34,005	38,817
February	25,613	27,143	29,263	32,225	39,867
March	27,881	29,297	32,917	35,683	43,730
April	33,412	31,829	35,375	40,104	46,343
May	42,976	40,560	49,081	52,924	60,799
June	58,116	55,809	60,865	66,886	77,951
July	56,448	56,024	66,272	78,273	88,793
August	60,000	60,308	65,742	77,089	92,136
September	49,353	48,975	55,725	65,650	72,089
October	40,743	44,311	46,251	57,916	58,803
November	31,471	32,148	37,912	41,743	44,521
December	28,124	30,859	37,430	41,677	45,997
Totals	482,508	487,052	553,316	624,175	709,846
Bus²					
January	13,610	14,708	23,239	17,627	21,793
February	15,986	16,443	19,164	19,533	25,627
March	15,070	18,774	19,730	18,734	26,245
April	26,994	30,148	30,522	35,331	40,436
May	39,723	44,557	53,409	53,259	57,533
June	53,729	60,432	61,469	80,853	76,907
July	83,127	90,374	101,506	132,982	140,976
August	84,550	117,769	102,313	114,054	128,251
September	52,425	50,402	59,178	65,165	71,567
October	29,406	28,824	34,894	36,737	46,122
November	21,529	20,890	24,068	27,699	34,612
December	19,520	18,836	22,829	28,942	27,866
Totals	455,669	512,157	552,321	630,916	697,935

See footnotes at end of table.

TABLE 19. Number of Non-immigrant Travellers Entering Canada from the United States, by Non-automobile Transportation, by Month of Entry, 1962 - 66 — Concluded

Month	1962	1963	1964	1965	1966
Rail (Gross entries)					
January	38,840	34,562	46,098	30,711	25,728
February	31,018	28,269	22,957	26,107	19,126
March	29,286	26,425	29,470	26,042	20,913
April	34,035	31,443	26,245	29,130	27,979
May	36,592	32,129	33,244	30,614	28,852
June	56,773	45,415	50,150	39,865	34,160
July	72,670	58,354	63,421	53,954	56,270
August	65,828	57,611	62,046	55,963	52,028
September	46,292	35,859	40,346	32,489	26,254
October	32,365	28,586	32,260	26,063	23,406
November	30,002	23,179	25,505	24,164	14,912
December	43,069	42,714	41,064	32,272	14,545
Totals	516,770	444,546	472,806	407,374	344,173
Rail (Net entries)³					
January	13,220	12,351	19,825	14,044	13,536
February	13,200	11,774	11,772	14,473	11,143
March	11,399	10,884	13,708	13,364	12,186
April	13,167	13,065	12,423	14,314	14,982
May	16,474	16,250	17,439	18,635	16,975
June	30,787	25,095	25,818	24,878	22,718
July	45,655	33,904	36,146	35,856	34,444
August	35,859	33,917	33,394	34,906	28,296
September	20,529	17,389	21,348	18,407	15,341
October	13,925	14,715	16,546	14,647	15,578
November	12,015	11,726	12,488	12,230	10,504
December	18,344	15,670	19,744	16,528	9,888
Totals	244,574	216,740	240,651	232,282	205,591
Boat					
January	277	442	1,140	79	87
February	503	267	398	420	84
March	824	411	264	160	202
April	1,369	1,270	1,081	1,080	1,283
May	42,624	17,937	22,370	24,650	25,519
June	112,308	76,858	72,692	78,740	88,916
July	194,106	151,973	160,852	170,034	181,482
August	216,968	161,058	155,920	162,902	174,707
September	103,381	70,856	64,249	63,559	63,005
October	21,605	22,810	10,990	10,150	13,951
November	2,053	3,675	1,957	1,864	1,960
December	480	422	173	525	321
Totals	696,498	507,979	492,086	514,163	551,517

¹ Including traffic in transit to and from Alaska.

² Exclusive of local bus traffic between border communities but including in transit traffic.

³ After deducting in transit passengers.

TABLE 20. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Province of Re-entry into Canada, 1962 - 66

Province of re-entry	1962	1963	1964	1965	1966
Length of stay – One or more nights in United States					
Atlantic Provinces	135,078	113,293	132,386	129,248	134,422
Quebec	349,027	380,749	434,340	540,816	633,702
Ontario	432,570	460,495	516,646	616,565	745,026
Manitoba	69,393	78,765	75,025	74,761	84,911
Saskatchewan	23,242	25,188	27,971	28,177	31,525
Alberta	28,705	30,168	27,694	30,914	37,647
British Columbia	229,889	201,107	210,624	241,857	270,738
Yukon Territory	952	1,132	1,047	1,164	1,320
Canada	1,268,856	1,290,897	1,425,733	1,663,502	1,939,291
Length of stay – Leaving and returning same day					
Atlantic Provinces	1,872,867	1,907,400	1,947,397	2,014,465	2,061,327
Quebec	1,054,946	1,074,882	1,211,561	1,331,193	1,386,422
Ontario	3,057,106	3,338,450	3,600,788	3,711,129	3,963,766
Manitoba	163,065	170,771	163,144	164,419	172,562
Saskatchewan	72,246	74,606	82,387	79,727	86,212
Alberta	59,933	62,976	53,295	52,022	56,341
British Columbia	862,118	857,138	906,150	1,009,629	1,010,299
Yukon Territory	2,374	1,481	1,392	1,435	1,177
Canada	7,144,655	7,487,704	7,966,114	8,364,019	8,738,106¹
Commercial vehicles					
Atlantic Provinces	128,626	125,378	117,705	107,330	131,010
Quebec	169,100	164,439	177,080	176,420	175,271
Ontario	249,635	267,769	316,021	352,021	366,053
Manitoba	26,661	22,786	21,032	22,104	22,851
Saskatchewan	7,168	7,230	7,714	8,637	6,794
Alberta	9,804	8,985	6,049	6,188	6,275
British Columbia	38,819	27,028	25,575	26,782	28,313
Yukon Territory	731	602	420	516	472
Canada	630,544	624,217	671,596	699,998	737,039

¹ Includes 49,694 motorcycles, 61,867 bicycles and 170,797 taxis in 1966.

TABLE 21. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1962-66

Month	1962	1963	1964	1965	1966
Length of stay – One or more nights in United States					
January	54,909	47,765	54,101	60,984	65,757
February	48,633	43,530	52,108	54,000	63,646
March	62,537	58,249	84,547	72,753	84,475
April	112,026	94,270	80,501	122,032	141,353
May	103,162	91,506	108,317	122,253	141,914
June	104,009	103,217	108,945	123,116	158,375
July	207,629	217,174	232,369	285,899	362,874
August	209,881	236,599	276,286	331,348	350,015
September	136,452	141,464	152,891	178,175	192,293
October	106,976	124,020	127,475	145,637	165,067
November	62,320	72,200	79,649	85,080	110,254
December	60,322	60,903	68,544	82,225	103,268
Totals	1,268,856	1,290,897	1,425,733	1,663,502	1,939,291
Length of stay – Leaving and returning same day					
January	436,864	447,038	506,925	503,887	543,775
February	417,895	429,537	513,774	477,990	531,756
March	523,123	542,784	605,861	581,914	613,768
April	612,681	620,763	620,228	662,229	740,304
May	625,092	669,729	735,390	738,978	789,526
June	693,298	729,217	743,725	774,346	819,889
July	833,514	848,641	937,277	1,015,274	1,062,110
August	755,937	808,096	874,625	921,118	930,869
September	657,205	680,618	690,340	760,520	741,838
October	574,909	639,505	659,093	745,536	735,709
November	499,772	535,209	553,103	584,926	615,342
December	514,365	536,567	525,773	597,301	613,220
Totals	7,144,655	7,487,704	7,966,114	8,364,019	8,738,106¹
Commercial vehicles					
January	71,629	62,931	66,408	69,980	64,131
February	64,389	56,326	68,793	61,776	58,391
March	53,617	48,135	51,813	57,949	58,761
April	44,901	44,913	46,500	50,254	48,727
May	50,170	48,183	49,908	51,513	54,358
June	47,701	50,441	55,473	57,558	61,407
July	49,356	52,310	53,727	57,002	61,998
August	51,811	52,001	53,062	57,319	70,555
September	47,309	50,022	55,264	58,314	69,052
October	52,167	55,120	57,242	57,938	65,224
November	47,154	48,685	50,166	57,710	60,739
December	50,340	55,150	63,240	62,685	63,696
Totals	630,544	624,217	671,596	699,998	737,039

¹ Includes 49,694 motorcycles, 61,867 bicycles and 170,797 taxis in 1966.

TABLE 22. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Province of Re-entry into Canada, 1962 - 66

Province of re-entry	1962	1963	1964	1965	1966
Aeroplane					
Atlantic Provinces	16,914	17,208	17,532	19,096	19,499
Quebec	142,136	151,354	172,673	195,077	207,281
Ontario	251,614	254,973	281,252	335,428	377,836
Manitoba	13,005	11,965	14,237	18,119	18,177
Saskatchewan	1,584	1,073	1,131	1,369	1,722
Alberta	8,701	8,075	10,350	11,445	16,275
British Columbia	50,696	44,653	46,465	55,772	63,018
Yukon Territory	428	1,263	657	433	732
Canada	485,078	490,564	544,297	636,739	704,540
Bus¹					
Atlantic Provinces	8,597	8,869	10,307	10,228	12,419
Quebec	90,395	93,146	107,567	125,069	141,528
Ontario	191,272	197,902	222,224	241,800	268,276
Manitoba	17,407	18,896	18,511	11,646	11,130
Saskatchewan	340	151	391	115	88
Alberta	3,684	3,991	3,826	3,837	4,068
British Columbia	131,821	77,058	86,258	96,124	113,853
Yukon Territory	143	195	406	422	313
Canada	443,659	400,208	449,490	489,241	551,675
Rail					
Atlantic Provinces	1,534	1,313	774	633	510
Quebec	84,481	82,310	90,261	74,812	57,631
Ontario	114,938	98,580	99,092	88,337	74,386
Manitoba	14,656	29,783	34,300	22,876	14,811
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	34,258	26,817	30,742	28,488	26,521
Yukon Territory	1,056	1,043	1,003	1,283	2,615
Canada	250,923	239,846	256,172	216,429	176,474
Boat					
Atlantic Provinces	8,276	5,870	6,617	5,076	5,086
Quebec	6,401	10,141	11,748	10,658	18,045
Ontario	75,296	86,105	82,978	79,803	95,246
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	24,660	12,343	14,261	14,952	19,663
Yukon Territory	44	51	45	20	22
Canada	114,677	114,510	115,649	110,509	138,062

¹ Exclusive of local bus traffic between border communities.

TABLE 23. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1962-66

Month	1962	1963	1964	1965	1966
Aeroplane					
January	43,887	42,229	49,099	52,224	54,814
February	38,080	37,886	42,143	47,516	54,670
March	52,289	49,153	50,347	59,274	71,622
April	53,644	51,180	51,208	66,709	76,157
May	44,068	41,121	46,948	55,449	61,098
June	36,683	36,178	41,785	46,596	54,277
July	32,424	34,033	39,512	47,386	47,135
August	39,630	41,566	47,620	57,678	54,212
September	38,831	40,645	46,317	54,365	58,648
October	39,446	44,546	51,411	57,444	62,315
November	34,415	37,749	40,275	46,209	52,728
December	31,681	34,278	37,632	45,889	56,864
Totals	485,078	490,564	544,297	636,739	704,540
Bus¹					
January	23,024	21,441	32,084	27,459	30,016
February	21,242	22,215	24,739	23,983	31,445
March	29,599	25,700	35,373	26,735	31,837
April	39,699	35,746	32,570	41,014	48,492
May	43,706	35,701	40,096	45,726	44,938
June	54,407	44,984	56,613	62,824	69,310
July	58,590	47,900	52,922	63,983	74,567
August	56,110	54,877	59,089	67,849	69,772
September	39,820	36,331	35,835	39,571	44,097
October	34,392	32,027	33,877	38,450	48,885
November	21,187	22,310	23,335	25,437	31,786
December	21,883	20,976	22,957	26,210	26,530
Totals	443,659	400,208	449,490	489,241	551,675

See footnote at end of table.

TABLE 23. Number of Canadian Travellers Returning from the United States, by Non-automobile Transportation, by Month of Re-entry into Canada, 1962 - 66 — Concluded

Month	1962	1963	1964	1965	1966
Rail (Net entries)²					
January	21,877	20,178	26,493	19,195	16,523
February	14,840	14,568	15,061	13,744	12,193
March	16,385	15,845	22,951	15,440	13,656
April	25,749	23,663	19,122	21,732	17,837
May	16,751	16,472	17,422	16,259	15,455
June	17,938	15,019	17,080	15,807	15,929
July	24,725	23,012	23,694	22,067	20,512
August	28,047	23,932	27,404	25,465	19,816
September	18,839	17,284	18,760	18,185	10,728
October	18,717	18,086	19,988	15,646	12,289
November	14,877	13,314	12,998	12,678	11,602
December	17,525	19,395	17,620	15,560	9,934
Totals	236,270	220,768	238,593	211,778	176,474
Boat					
January	774	579	1,542	745	439
February	1,257	411	1,298	930	248
March	1,261	808	468	935	413
April	3,369	1,182	2,120	2,575	3,062
May	6,160	3,002	4,779	6,107	5,212
June	12,204	12,252	12,299	13,239	14,504
July	23,247	33,439	38,042	33,458	45,768
August	41,915	40,348	34,216	32,454	43,325
September	16,732	13,050	12,666	12,055	15,409
October	5,485	5,757	4,067	4,372	4,856
November	1,468	2,560	2,294	2,010	2,543
December	805	1,122	1,858	1,629	2,283
Totals	114,677	114,510	115,649	110,509	138,062

¹ Exclusive of local bus traffic between border communities.

² After deducting in transit passengers.

Definitions of Automobile Classifications

“Commercial Vehicles” are trucks used for commercial purposes.

Highway Traffic not classified as commercial vehicles consists of automobiles, taxis, motorcycles, bicycles and trailers.

Automobile traffic is classified according to length of stay. The dates of entry and exit on the travellers' vehicle permits make it possible to determine the length of stay for foreign vehicles. Non-resident vehicles which enter and leave Canada on the same day are shown separately. Vehicles spending one or more nights in Canada constitute another classification. For example, vehicles entering at any time during one day and departing some time the following day have spent one night in Canada.

The length of stay abroad for Canadian vehicles is classified in the same manner. Vehicles which depart and return to Canada on the same day are shown separately. The other classification includes vehicles spending one or more nights in the United States.

Foreign Vehicles Inward

A traveller's vehicle permit is issued at the port of entry by Customs officers to every foreign vehicle entering Canada. This document authorizes the use of the vehicle during the intended length of stay in Canada and must be surrendered at the port of exit on departure.

Residents of border communities who make many trips during the year are entitled to apply for a standing (L) traveller's vehicle permit. The operator of the vehicle covered by the standing (L) traveller's vehicle permit must show the document on each entry into Canada. All visits made after the original visit when the permit was issued are recorded as “Repeats”.

Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length of stay, depending upon whether they leave Canada and return on the same day; spend one or more nights abroad.

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TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES
1967



DOMINION BUREAU OF STATISTICS

DOMINION BUREAU OF STATISTICS
Balance of Payments and Financial Flows Division
Travel Statistics Section

TRAVEL BETWEEN CANADA
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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- * revised figures.

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INTRODUCTORY REVIEW

During 1967, international travel between Canada and other countries involved 73.6 million border crossings and an estimated \$2.2 billion in travel expenditures. Expo 67, the Pan American Games, and Centennial Year celebrations throughout Canada attracted travellers in record numbers. Visitors from other countries numbered 40.6 million, of which number 39,976,000 were residents of the United States and 590,000 from overseas countries. The return flow of Canadians from abroad was lower in 1967, totalling 33.0 million. This figure includes 32,500,000 Canadian visits to the United States and 522,000 to overseas countries.

The aggregate receipts from foreign visitors surged to \$1.3 billion in 1967, an increase of 56.9 per cent over the previous year. This figure includes transportation fares paid to Canadian carriers by foreign travellers. A breakdown of the receipts shows United States residents spent an estimated \$1,164 million and spending by overseas visitors totalled \$154 million. Canadian payments abroad for travel including fare payments to foreign carriers amounted to \$895 million, a decrease of \$5 million compared with 1966. Expenditures in the United

States (including Hawaii) accounted for \$627 million and payments in overseas areas \$268 million, both amounts lower than the previous year.

The sharp rise in receipts and the curtailment in payments brought the Canadian Balance of Payments on Travel Account into a most favourable position with a \$423 million surplus. Expenditures in Canada by American visitors exceeded Canadian spending in the United States by \$537 million, more than five times the surplus in 1966. Although a deficit remained on account with overseas countries, the gap was narrowed to \$114 million, an improvement of \$48 million.

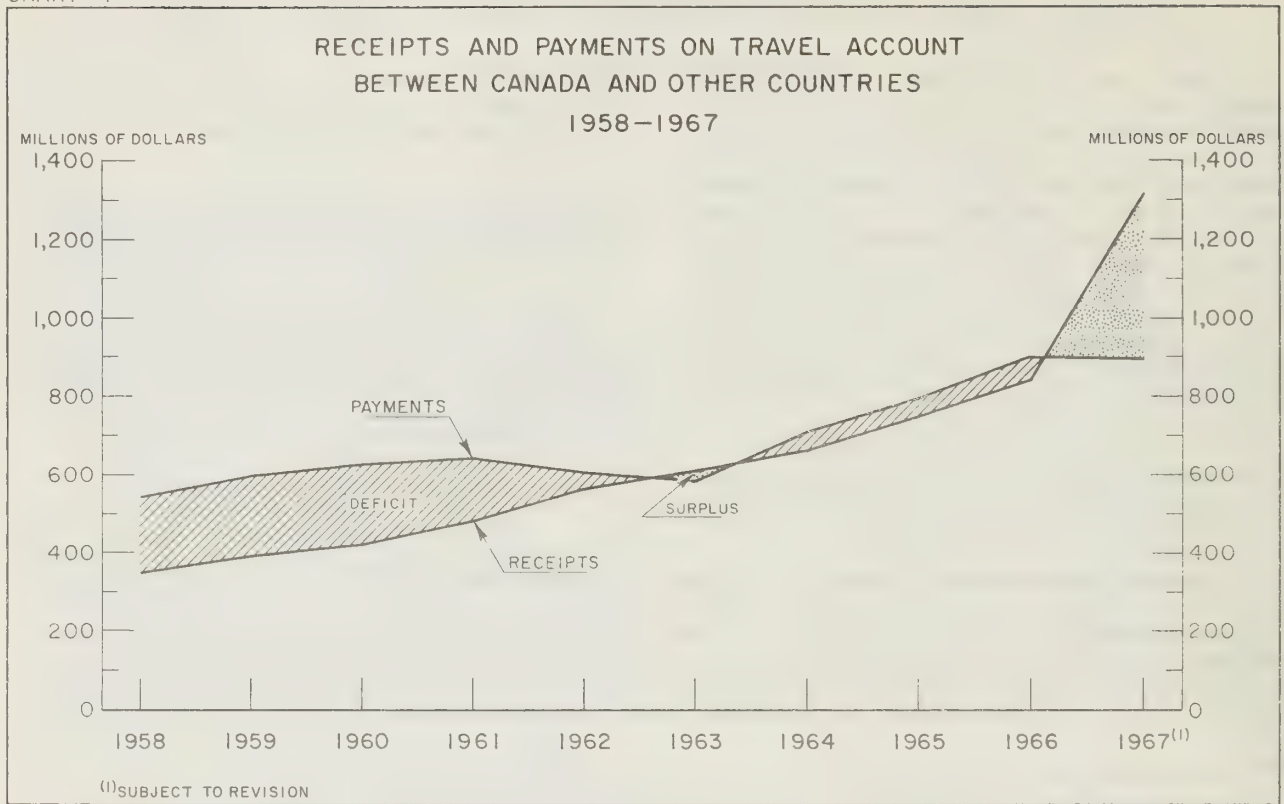
The quarterly balances show irregular fluctuations in 1967 compared with previous years. The first quarter retained a deficit balance, \$3 million less than 1966, while the second and fourth quarters came to surplus positions with gains of \$157 and \$38 million, respectively. The third quarter had the largest expansion when receipts outweighed payments by \$425 million, three times more than the surplus in the preceding year.

STATEMENT 1. Expenditures on Travel Between Canada and Other Countries, 1963-67

	1963	1964	1965	1966	1967 ¹	Change in 1967
	millions of dollars					
Receipts:						
United States	549	590	660	730	1,164	+ 434
Overseas	60	72	87	110	154	+ 44
All countries	609	662	747	840	1,318	+ 478
Payments:						
United States	388	481	548	628	627	- 1
Overseas	197	231	248	272	268	- 4
All countries	585	712	796	900	895	- 5
Balance:						
United States	+ 161	+ 109	+ 112	+ 102	+ 537	+ 435
Overseas	- 137	- 159	- 161	- 162	- 114	+ 48
All countries	+ 24	- 50	- 49	- 60	+ 423	+ 483

¹ Subject to revision.

CHART - I



**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1930-67**

Net credits + Net debits -

Year	Account with United States			Account with overseas countries			Account with all countries		
	Receipts	Payments ¹	Balance	Receipts	Payments	Balance	Receipts	Payments	Balance
	millions of dollars								
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462	- 87	45	165	- 120	420	627	- 207
1961	435	459	- 24	47	183	- 136	482	642	- 160
1962	512	419	+ 93	50	186	- 136	562	605	- 43
1963	549	388	+ 161	60	197	- 137	609	585	+ 24
1964	590	481	+ 109	72	231	- 159	662	712	- 50
1965	660	548	+ 112	87	248	- 161	747	796	- 49
1966	730	628	+ 102	110	272	- 162	840	900	- 60
1967 ²	1,164	627	+ 537	154	268	- 114	1,318	895	+ 423

¹ Data for the years 1960-67 include Hawaii.

² Subject to revision.

**TABLE 2. Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, Quarterly, 1958-67**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1958	31	75	188	55	349
1959	32	86	212	61	391
1960	36	91	221	72	420
1961	39	103	255	85	482
1962	46	127	297	92	562
1963	51	129	325	104	609
1964	59	140	351	112	662
1965	63	158	415	111	747
1966	74	183	455	128	840
1967 ¹	82	347	723	166	1,318
Per cent of year:					
1958	8.9	21.5	53.9	15.7	100.0
1959	8.2	22.0	54.2	15.6	100.0
1960	8.6	21.7	52.6	17.1	100.0
1961	8.1	21.4	52.9	17.6	100.0
1962	8.2	22.6	52.8	16.4	100.0
1963	8.4	21.2	53.3	17.1	100.0
1964	8.9	21.2	53.0	16.9	100.0
1965	8.4	21.1	55.6	14.9	100.0
1966	8.8	21.8	54.2	15.2	100.0
1967 ¹	6.2	26.3	54.9	12.6	100.0
Quarterly payments:					
1958	100	140	192	110	542
1959	117	144	215	122	598
1960	119	168	213	127	627
1961	129	168	220	125	642
1962	126	182	197	100	605
1963	114	158	204	109	585
1964	150	187	238	137	712
1965	157	219	276	144	796
1966	191	239	315	155	900
1967 ¹	196	246	298	155	895
Per cent of year:					
1958	18.5	25.8	35.4	20.3	100.0
1959	19.6	24.1	35.9	20.4	100.0
1960	19.0	26.8	34.0	20.2	100.0
1961	20.1	26.2	34.2	19.5	100.0
1962	20.8	30.1	32.6	16.5	100.0
1963	19.5	27.0	34.9	18.6	100.0
1964	21.1	26.3	33.4	19.2	100.0
1965	19.7	27.5	34.7	18.1	100.0
1966	21.2	26.6	35.0	17.2	100.0
1967 ¹	21.9	27.5	33.3	17.3	100.0
Quarterly balance (Net credits + Net debits -):					
1958	- 69	- 65	- 4	- 55	- 193
1959	- 85	- 58	- 3	- 61	- 207
1960	- 83	- 77	+ 8	- 55	- 207
1961	- 90	- 65	+ 35	- 40	- 160
1962	- 80	- 55	+ 100	- 8	- 43
1963	- 63	- 29	+ 121	- 5	+ 24
1964	- 91	- 47	+ 113	- 25	- 50
1965	- 94	- 61	+ 139	- 33	- 49
1966	- 117	- 56	+ 140	- 27	- 60
1967 ¹	- 114	+ 101	+ 425	+ 11	+ 423

¹ Subject to revision.

SECTION A

TRAVEL BETWEEN CANADA AND THE UNITED STATES

INTRODUCTION

Travel expenditures between Canada and the United States totalled \$1.8 billion in 1967, an increase of 31.9 per cent over the previous year. The balance of payments on travel account favoured Canada with United States spending here amounting to \$1,164 million and Canadian expenditures in that country remaining almost unchanged at \$627 million. The surplus of \$537 million in Centennial Year is unprecedented. During the years 1926 to 1951, United States expenditures in Canada had consistently exceeded Canadian spending in the United States. Between 1952 and 1961, a succession of deficit was recorded when Canadian payments exceeded receipts from the United States. The removal of exchange restrictions and the higher value of the Canadian dollar possibly contributed to the trend during this period. In 1962 the balance returned to a surplus following the devaluation of the Canadian dollar during that year and the reduction in the customs exemption from duty on imports of merchandise by Canadian travellers.

The balance of travel between Canada and the United States for both numbers and expenditures is shown in Statement 2 by length of stay. United States visitors outnumbered Canadians travelling in the United States by 7.5 million persons in 1967. Receipts from these visitors were \$550 million higher than the payments by Canadians visiting the Continental United States. The average outlay for a

United States visitor to Canada in the short-term category was \$5.10 while the long-term visitor spent an average of \$67.20. These represent gains of \$1.60 and \$16.40, respectively, reflecting in the long-term the increase in the average length of stay of one night over 1966. Canadian residents in the United States spent \$2.30 per short-term traveller, 20 cents more than the previous year, and \$71.50 per long-term traveller, \$5.50 less than 1966. The average stay per Canadian traveller was a little less in 1967 at 6.7 nights. Expenditure data are not compiled from the above averages but are the product of several thousand calculations stratified and weighted to the appropriate subdivisions of the universe.

Relating the number of American visits to Canada to the population of the United States, on balance one out of every 4.9 residents visited Canada in 1967 as compared with a ratio of one out of 5.5 residents in 1966. The amount spent by United States visitors represents \$5.90 per resident of that country compared with \$3.30 in the previous year. In the same manner, Canadian travellers in the United States related to Canada's population indicates that on average each Canadian made 1.6 visits to the United States in contrast with 1.7 visits in 1966. Canadian travel expenditures per capita of population decreased to \$30.00 in 1967 from \$30.80 in the preceding year.

STATEMENT 2. Numbers and Expenditures of United States Visitors in Canada and Canadian Travellers in the United States, by Type of Transportation, 1967

Type of transportation	United States visitors in Canada	Canadians travelling in the United States	Net United States visitors in Canada	United States expenditures in Canada	Canadian expenditures in the United States ¹	Balance of United States expenditures in Canada
	number of persons			thousands of dollars		
Short-term (entering and leaving same day):						
Automobile	19,847,500	21,816,300	- 1,968,800	88,336	37,676	+ 50,660
Plane	56,500	32,600	+ 23,900	1,544	1,447	+ 97
Bus	261,500	49,500	+ 212,000	2,749	253	+ 2,496
Rail	65,800	3,200	+ 62,600	279	77	+ 202
Boat	300,300	35,700	+ 264,600	1,785	183	+ 1,602
Other (pedestrians, local bus, etc.)	3,979,600	2,771,600	+ 1,208,000	29,780	17,334	+ 12,446
Totals (short-term)	24,511,200	24,708,900	- 197,700	124,473	56,970	+ 67,503
Long-term (one or more nights abroad):						
Automobile	12,597,200	6,268,400	+ 6,328,800	662,593	325,291	+ 337,302
Plane	1,120,600	759,100	+ 361,500	175,413	152,336	+ 23,077
Bus	1,196,300	527,900	+ 668,400	158,251	53,685	+ 104,566
Rail	243,500	144,400	+ 99,100	32,687	23,254	+ 9,433
Boat	306,800	91,200	+ 215,600	10,806	2,584	+ 8,222
Totals (long-term)	15,464,400	7,791,000	+ 7,673,400	1,039,750	557,150	+ 482,600
Grand totals	39,975,600	32,499,900	+ 7,475,700	1,164,223	614,120	+ 550,103

¹ Excludes Hawaii.

STATEMENT 3. Estimated Nights Spent by United States Visitors in Canada and Canadians in the United States, by Type of Transportation, 1967

Type of transportation	United States visitors in Canada		Canadian visitors in the United States	
	Persons ¹	Nights	Persons ¹	Nights
Automobile	12, 597, 200	58, 368, 600	6, 268, 400	36, 570, 700
Plane	1, 120, 600	5, 801, 700	759, 100	7, 568, 100
Bus	1, 196, 300	6, 900, 800	527, 900	5, 417, 700
Rail	243, 500	1, 455, 300	144, 400	1, 948, 700
Totals	15, 157, 600	72, 526, 400	7, 699, 800	51, 505, 200

¹ Persons staying one or more nights.

PART I

United States Visitors to Canada

Numbers and Expenditures

Centennial Year with its many attractions was an added incentive for residents of other countries to visit Canada. During 1967, about 40 million travellers from the United States spent \$1.2 billion in Canada. This record inflow represents an increase of 4.7 million visitors or 13.2 per cent and a gain of \$434.3 million or 59.5 per cent over 1966. The number of visitors from the United States is compiled from a frontier check while their expenditures are an estimate based on the results from questionnaire surveys. Revenue from visitors staying one or more nights in Canada exceeded one billion dollars. This category of visitors is frequently regarded as tourist travel and is the major source of Canada's travel receipts. Persons entering and leaving on the same day account for 61 per cent of the border crossings into Canada by United States

residents but only 11 per cent of the aggregate expenditures. This classification is sometimes described as excursionist travel and includes commuters and in transit traffic. United States travel to Canada is divided into the two groupings in Statement 5 to illustrate the importance length of stay has on numbers and expenditures.

The seasonal pattern of United States travel to Canada varied compared to 1966. Although the summer months normally show the bulk of the travellers staying one or more nights, the increase over the previous year is more pronounced between the months of May to October 1967. These six months saw 85 per cent of the total long-term entries for the year. Expo 67, which began near the end of April and closed at the end of October, can be considered the main factor contributing to the seasonal variation.

STATEMENT 4. Number and Expenditures of United States Visitors in Canada, 1964-67

Type of transportation	Number of persons				Expenditures			
	1964	1965	1966	1967 ¹	1964	1965	1966	1967 ¹
	thousands				millions of dollars			
Automobile:								
One or more nights in Canada	9, 793	10, 373	11, 039	12, 597	362.2	399.7	432.0	662.6
Entering and leaving same day	12, 873	12, 208	12, 434	19, 848	35.4	39.9	41.7	88.3
Repeat trips on standing (L) permits	3, 705	3, 623	3, 395		—	—	—	—
Totals	26, 371	26, 204	26, 868	32, 445	397.6	439.6	473.7	750.9
Non-automobile:								
Plane	553	624	710	1, 177	82.9	92.1	104.9	176.9
Bus	552	631	698	1, 458	46.1	55.5	77.1	161.0
Rail	473	407	344	309	30.9	33.6	30.3	33.0
Boat	492	514	552	607	10.3	10.4	11.0	12.6
Other ³	4, 022	5, 507	6, 153	3, 980	22.3	28.6	32.9	29.8
Totals	6, 092	7, 683	8, 457	7, 531	192.5	220.2	256.2	413.3
Grand totals	32, 463	33, 887	35, 325	39, 976	590.1	659.8	729.9	1, 164.2

¹ Subject to revision.

² Repeat trips are included in the category "Entering and leaving same day".

³ Includes transportation fares paid to Canadian carriers by United States residents in transit.

**STATEMENT 5. Number and Expenditures of United States Visitors in Canada,
classified by Length of Stay and Type of Transportation, 1967**

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
			\$	
Short-term traffic (entering and leaving same day)				
Automobile	19,847,500	49.65	88,336,000	7.59
Non-automobile:				
Plane	50,600	0.13	1,526,000	0.13
Bus	155,700	0.39	2,432,000	0.21
Rail	10,000	0.03	279,000	0.02
Boat	300,300	0.75	1,785,000	0.15
Plane in transit	5,900	0.01	18,000	--
Bus in transit	105,800	0.26	317,000	0.03
Rail in transit	55,800	0.14	—	—
Other travellers (pedestrians, local bus, etc.)	3,979,600	9.96	29,780,000 ²	2.56
Totals, non-automobile	4,663,700	11.67	36,137,000	3.10
Totals (short-term)	24,511,200	61.32	124,473,000	10.69
Long-term traffic (one or more nights in Canada)				
Automobile:				
Two or more nights in Canada	9,179,800	22.96	609,131,000	52.32
One night in Canada	3,417,400	8.55	53,462,000	4.59
Totals, automobile	12,597,200	31.51	662,593,000	56.91
Non-automobile:				
Plane	1,120,600	2.80	175,413,000	15.07
Bus	1,196,300	2.99	158,251,000	13.59
Rail	243,500	0.61	32,687,000	2.81
Boat	306,800	0.77	10,806,000	0.93
Totals, non-automobile	2,867,200	7.17	377,157,000	32.40
Totals (long-term)	15,464,400	38.68	1,039,750,000	89.31
Grand totals	39,975,600	100.00	1,164,223,000	100.00

¹ Subject to revision.

² Includes transportation fares paid to Canadian carriers by United States residents in transit.

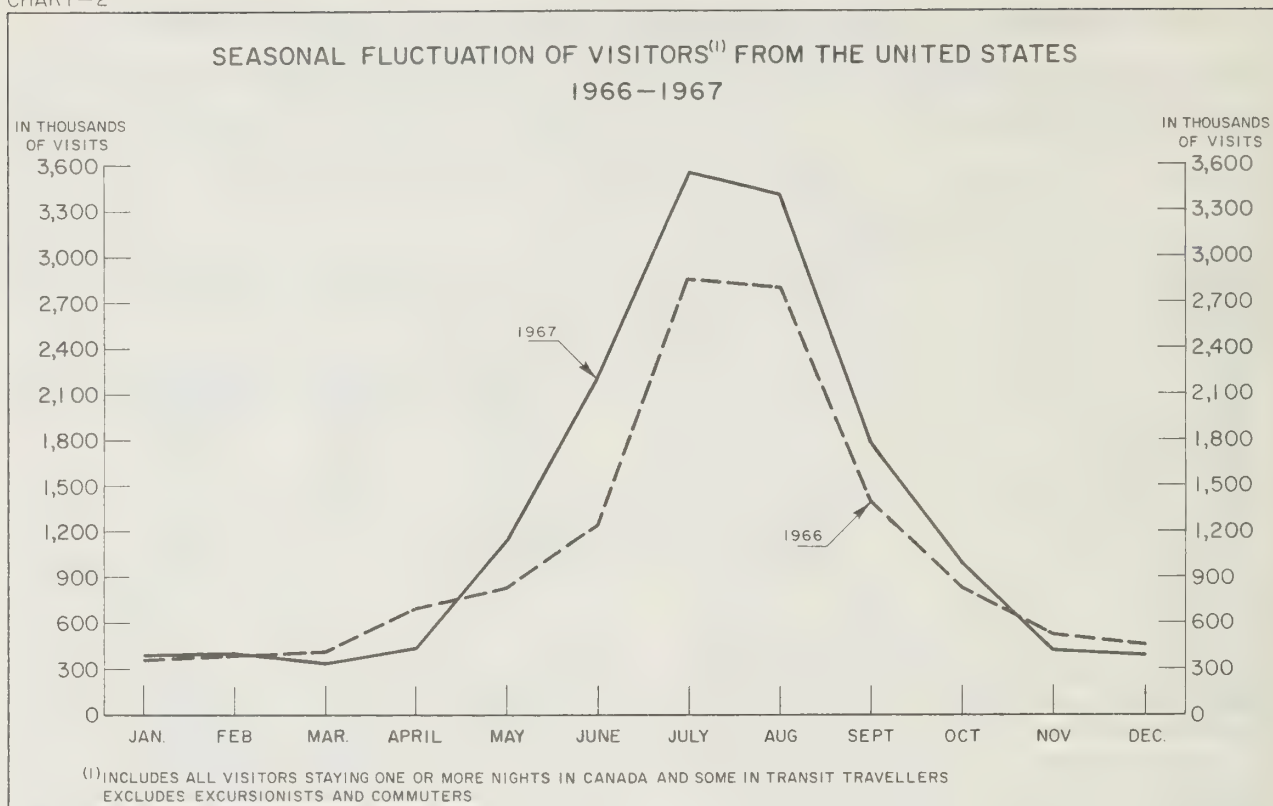
Type of Transportation

Automobile.—In 1967, a total of 32,444,600 United States motorists in 12,212,800 automobiles entered Canada and spent \$750.9 million, an increase of 20.8 per cent in the number of persons and a gain of 58.5 per cent in expenditures over 1966. At the beginning of March 1967, port administrative procedures were changed to allow for an easier flow of traffic from the United States to Canada. At that time, the controlling document (traveller's vehicle permit) was discontinued and a frontier count of traffic was developed in which border officials record both the cars and persons by intended length of stay in Canada. In previous years, length of stay was determined from the traveller's vehicle permit on the basis of date stamps. This meant that cars and persons entering one day and leaving the next, with two dates stamped on the permit, would be considered as staying one night in Canada even though accommodation might not be acquired. Under the new procedure some of these travellers are recorded as entering and leaving the

same day. Similarly it would follow that under the permit system the person entering one day and leaving two days later would be considered as staying two nights although in many cases only one night's accommodation was involved, whereas they are now recorded as intending to stay one night in Canada. There is, moreover, some indication the permits may have been held overnight at some customs ports before dating. Analysis of automobile travel by length of stay in comparison with previous years is hampered because of the change in administrative procedures but comparisons of the totals, both numbers and expenditures, are unaffected.

Passenger car registrations in the United States numbered 80,059,255 in 1967, an increase of 2.7 per cent over 1966. The total number of automobile entries into Canada from the United States as a proportion of the automobiles registered came to 15.3 per cent in 1967 compared with 13.8 per cent in the previous year.

CHART-2



Plane.—United States visitors entering Canada by plane during Centennial Year numbered 1.2 million persons, an increase of 65.8 per cent over 1966. Receipts from United States plane travellers amounted to \$176.9 million, a gain of 68.6 per cent. The average outlay per trip by plane was \$2 higher than the previous year and stood at a rate of \$150 per person in 1967.

Plane traffic in the third quarter showed an increase of 86.2 per cent over 1966 when 471,000 United States travellers were reported entering Canada. Increases of 78.9 and 63.8 per cent were shown in the second and fourth quarters while the first quarter registered a gain of 6.5 per cent.

Bus.—In 1967 both the number and expenditures of United States visitors entering Canada by bus doubled as compared with 1966. A total of 1,458,000 persons spent \$161.0 million in Canada. The average expenditure per bus traveller for 1967 remained unchanged at about \$110.

The second and third quarters of the year represented the largest rates of increase in bus travel. The figure for each of these quarters was twice that of the previous year with some 290,000 and 384,000 persons more than the second and third quarters of 1966. Bus travellers entering in the first and last quarters of 1967 were 23.3 and 63.3 per cent higher than in the preceding year.

Rail.—United States residents visiting Canada by rail in 1967 numbered 309,000, a decrease of 10.2 per cent from 1966. The higher average spending per rail traveller brought expenditures to \$33.0 million, a gain of 8.9 per cent over the previous year.

The first quarter of the year registered the largest decrease in numbers (30.3 per cent) while the rate of decline was much lower in the remaining quarters; 11.0 per cent in the second, 3.0 per cent in the third, and 1.9 per cent in the last quarter of 1967.

Boat.—Receipts from United States travellers entering Canada by boat were estimated at \$12.6 million in 1967, an increase of 14.5 per cent over the preceding year. A total of 607,000 visitors travelled to Canada by this means of transportation, some 10.0 per cent more than 1966. The average spending by boat visitors increased \$1 to \$21 in 1967.

The number of boat entries in the second quarter of the year was 17.2 per cent higher than the same quarter of 1966. Some 75 per cent of the boat travellers entered Canada during the months July to September, an increase of 35,000 visitors over the third quarter of 1966.

A summary of the monthly statements of pleasure craft shows that 90,000 entered Canada on cruising permits in 1967, an increase of 4.6 per cent over the previous year. Pleasure boat entries were lowest in the first quarter of the year, rose to 23,900 in the second quarter, reached a seasonal high of 62,900 in the third then dropped to 3,100 boats in the fourth quarter. The number of pleasure craft entering in Quebec advanced 16.3 per cent over 1966 bringing the total to 11,900 while in Ontario entries amounted to 69,100 in 1967, an increase of 2.7 per cent. The proportion of pleasure craft entering and leaving Canada on the same day remained at about 57 per cent in 1967, with entries totalling 51,800 while the long-term group accounted for 38,200 boats. Of the pleasure craft entering the

Atlantic Provinces and British Columbia, the greatest numbers were in the category one or more nights, whereas in both Quebec and Ontario the short-term category was largest.

Other travellers. — A total of 4 million United States residents entered Canada by "other" means of transportation in 1967. This residual group includes persons entering as pedestrians, by local bus, motorcycle, bicycle, taxi, etc. For purposes of analysis, this classification is considered as traffic entering and leaving Canada on the same day. In 1967, estimated expenditures by "other travellers" accounted for \$29.8 million, including the transportation fares paid to Canadian carriers by United States residents in transit.

STATEMENT 6. Number of United States Visitors Entering Canada, Quarterly, 1967

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
thousands					
Automobile:					
Two or more nights in Canada	336	2,172	5,677	995	9,180
One night in Canada	569	818	1,643	387	3,417
Entering and leaving same day	2,564	5,175	8,264	3,845	19,848
Totals	3,469	8,165	15,584	5,227	32,445
Non-automobile:					
Plane	131	331	471	244	1,177
Bus	90	465	725	178	1,458
Rail	46	81	130	52	309
Boat	1	136	455	15	607
Other travellers	889	1,023	1,481	587	3,980
Totals	1,157	2,036	3,262	1,076	7,531
Grand totals	4,626	10,201	18,846	6,303	39,976

STATEMENT 7. Expenditures of United States Visitors in Canada, Quarterly, 1967¹

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
Automobile:					
Two or more nights in Canada	27.3	137.9	375.9	68.0	609.1
One night in Canada	8.4	13.3	25.4	6.4	53.5
Entering and leaving same day	7.9	27.8	35.5	17.1	88.3
Totals	43.6	179.0	436.8	91.5	750.9
Non-automobile:					
Plane	15.0	55.0	80.7	26.2	176.9
Bus	5.3	47.9	90.4	17.4	161.0
Rail	3.0	9.3	15.8	4.9	33.0
Boat	0.1	1.9	9.8	0.8	12.6
Other ²	3.6	8.4	13.3	4.5	29.8
Totals	27.0	122.5	210.0	53.8	413.3
Grand totals	70.6	301.5	646.8	145.3	1,164.2

¹ Subject to revision.

² Includes transportation fares paid to Canadian carriers by United States residents in transit.

**STATEMENT 8. Number of Pleasure Craft Entering Canada on Cruising Permits,¹
Quarterly, by Length of Stay, 1967**

	Atlantic Provinces	Quebec	Ontario	British Columbia	Canada
First quarter:					
Entering and leaving same day	—	—	18	3	21
One or more nights in Canada	2	—	23	60	85
Totals	2	—	41	63	106
Second quarter:					
Entering and leaving same day	34	3,358	11,514	46	14,952
One or more nights in Canada	26	265	7,276	1,406	8,973
Totals	60	3,623	18,790	1,452	23,925
Third quarter:					
Entering and leaving same day	18	5,925	28,329	92	34,364
One or more nights in Canada	117	1,185	20,110	7,114	28,526
Totals	135	7,110	48,439	7,206	62,890
Fourth quarter:					
Entering and leaving same day	8	1,106	1,374	15	2,503
One or more nights in Canada	3	12	475	92	582
Totals	11	1,118	1,849	107	3,085
Year:					
Entering and leaving same day	60	10,389	41,235	156	51,840
One or more nights in Canada	148	1,462	27,884	8,672	38,166
Grand totals	208	11,851	69,119	8,828	90,006

¹ Foreign pleasure craft entering Canada on own power.

**STATEMENT 9. Number of United States Visitors Entering Canada, Type of Transportation
by Province of Entry, 1967**

Type of transportation	Atlantic Provinces ¹	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory ²	Canada
	thousands							
Automobile:								
Two or more nights in Canada	492	2,999	4,209	265	97	183	935	9,180
One night in Canada	94	480	2,514	89	15	18	207	3,417
Entering and leaving same day	3,030	2,033	13,263	344	132	105	941	19,848
Totals	3,616	5,512	19,986	698	244	306	2,083	32,445
Non-automobile:								
Plane	36	530	408	38	4	25	136	1,177
Bus	15	644	689	16	—	7	87	1,458
Rail	—	81	160	20	—	—	48	309
Boat	2	37	400	—	—	—	168	607
Other travellers	477	729	2,301	78	37	19	339	3,980
Totals	530	2,021	3,958	152	41	51	778	7,531
Grand totals	4,146	7,533	23,944	850	285	357	2,861	39,976

¹ Entering mainly through ports in New Brunswick.

² Entering mainly through ports in British Columbia.

Province of Entry

Statistics on province of entry are obtained from the frontier count of entries which is established from reports submitted by officers of the Departments of Manpower and Immigration, and National Revenue. The following statements are presented as a summary of the number of visitors from the United States by province of entry. Data by province and type of transportation are shown in greater detail in the tables at the end of the section.

The volume of entries through ports in the province of Quebec more than doubled and accounted for 19 per cent of the total visitors from the United States in Centennial Year. Sixty per cent entered through ports in the province of Ontario, a slight decrease of less than one per cent in numbers compared with 1966. There was also a decrease in entries to the Atlantic Provinces during 1967. Visitors through ports in these provinces formed 10 per cent of the aggregate.

The most important category for travel revenue is automobile traffic staying two or more nights in Canada. Of the entries in this category, Quebec accounted for about 33 per cent, Ontario 46 per cent, and British Columbia 10 per cent. For this reason the percentage distribution of travel expenditures by province of entry is weighted towards this classification as indicated in Statement 11.

The proportion of travel expenditures from United States visitors attributed to Quebec on the basis of province of entry was similar to the pattern established in numbers, more than double when compared with 1966. On the other hand, Ontario with a lower percentage of the expenditures in 1967 showed an increase of 29.3 per cent in receipts from United States visitors. It should be noted that the provinces of entry used throughout this analysis do not always represent the provinces of destination. A more detailed analysis by province of destination for the automobile classification one or more nights is presented in the data relating to questionnaire surveys.

STATEMENT 10. Number of United States Visitors Entering Canada, Quarterly, by Province of Entry, 1967

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Newfoundland.....	500	400	800	500	2,200
Prince Edward Island.....	--	100	100	--	200
Nova Scotia.....	2,600	9,500	37,000	5,300	54,400
New Brunswick.....	673,900	961,600	1,557,300	896,600	4,089,400
Quebec.....	514,900	1,964,200	3,831,400	1,222,700	7,533,200
Ontario.....	2,926,700	6,201,600	11,325,700	3,490,200	23,944,200
Manitoba.....	88,800	205,900	418,300	136,500	849,500
Saskatchewan.....	33,300	78,200	127,200	45,700	284,400
Alberta.....	29,000	77,700	205,900	44,500	357,100
British Columbia.....	350,100	673,700	1,274,400	451,400	2,749,600
Yukon Territory.....	5,900	28,000	67,800	9,700	111,400
Canada.....	4,625,700	10,200,900	18,845,900	6,303,100	39,975,600

STATEMENT 11. Percentage Distribution of United States Travel Expenditures in Canada, by Province of Entry, 1963 - 67

Province of entry	Percentage of total				
	1963	1964	1965	1966	1967 ¹
Atlantic Provinces ²	8.5	7.6	7.6	8.1	5.9
Quebec.....	17.5	15.4	16.1	15.5	33.3
Ontario.....	55.2	56.5	57.0	56.0	45.4
Manitoba.....	3.0	3.0	3.1	2.9	2.2
Saskatchewan.....	1.0	1.0	0.9	0.9	0.7
Alberta.....	1.9	2.0	2.0	2.2	1.8
British Columbia.....	11.7	13.3	12.1	13.1	10.0
Yukon Territory.....	1.2	1.2	1.2	1.3	0.7
Canada.....	100.0	100.0	100.0	100.0	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

**STATEMENT 12. Estimated Nights Spent by United States Visitors in Canada,
by Type of Transportation, 1963 - 67**

Type of transportation	1963	1964	1965	1966	1967 ¹
	number of nights				
Automobile ²	33,822,900	34,556,500	36,360,500	39,211,200	58,368,600
Plane.....	2,614,600	2,814,800	3,191,000	3,660,700	5,801,700
Bus.....	3,618,900	3,643,100	3,869,900	3,949,900	6,900,800
Rail.....	1,464,300	1,562,900	1,738,500	1,415,100	1,455,300
Totals	41,520,700	42,577,300	45,159,900	48,236,900	72,526,400

¹ In 1967, all persons staying one or more nights are included in the calculations.

² Includes extensions but excludes commuter traffic and persons not classified by length of stay for the years 1963 to 1966.

Length of Stay

In establishing nights stay of United States residents travelling in Canada, data are weighted by type of transportation (i.e. automobile, plane, bus, and rail), by province of entry, length of stay, and by quarters. In 1967, United States travellers stayed, on an average, about one night longer in Canada than in the previous year. About 15.2 million travellers remained 72.5 million nights in Canada on their visits, 50 per cent more nights than 1966. The average nights stay was 4.8 in 1967 compared with 3.9 in 1966. The increase can be traced to the automobile category with an average of 4.6 nights, up from 3.6 nights the previous year. The classifications plane, bus, and rail all showed declines in their averages with 5.2, 5.8, and 6.0 nights, respectively.

Questionnaire Survey of United States Visitors in Canada

Several questionnaire surveys are used to obtain data on travel characteristics of United States travellers in Canada. The surveys are established to meet the requirements of the type of travel involved. Automobile traffic which is the largest category is covered by two surveys, (a) cars entering and leaving on the same day, (b) cars staying one or more nights. The other types of transportation by commercial conveyances are covered by the survey "United States visitors to Canada by plane, bus, rail and boat". The increasing popularity of the pleasure craft traffic was responsible for establishment of a special survey "United States Visitors to Canada by Pleasure Craft (boat)".

Response to all these surveys is voluntary which subjects the results to the possibility of biases which are not statistically measurable. Estimates of expenditures and travel characteristics are based on the questionnaire data but weighted by known traffic densities and stratifications which remove some types of bias. The methods of compiling and weighting the surveys are described in Section C.

1. Automobile survey—Same day traffic.—In 1967 a total of 8,013,600 automobiles carrying 19,847,500 United States residents entered and left Canada on the same day. These visitors spent an estimated \$88.3 million in Canada representing an average expenditure of about \$4 per person. The heaviest volume of entries was recorded in Ontario which received \$60.1 million from same day automobile traffic. On the whole, the province of entry and the province visited tend to coincide since the distance that can be travelled by automobiles entering and leaving on the same day is limited.

An analysis of United States automobile traffic by **region of residence** for the period April to December 1967 shows that the states closest the border contribute the majority of the cars entering and leaving on the same day. The province adjacent to the state of residence normally is the entry point for these vehicles. For example, for the period April to December 1967, some 1.5 million automobiles or 21.9 per cent of the total entering and leaving the same day were from the New England States. About 63 per cent of these automobiles entered through ports in New Brunswick and 30 per cent in Quebec. During the same nine month period, 2.5 million automobiles or 36.9 per cent entered Canada from the East North Central region with 99 per cent entering in Ontario. Similarly, 1.6 million or 23.7 per cent of the automobiles entering and leaving the same day were from the Middle Atlantic States. Ports in Ontario received 83 per cent of these vehicles and Quebec 16 per cent. The proportions of total automobile entries from the remaining regions of residence during April to December 1967 are as follows: West North Central 8.3 per cent; Pacific 4.4 per cent; Mountain 2.1 per cent; South Atlantic 1.8 per cent; and the remaining states 0.9 per cent.

Purpose of trip is presented in Statement 13 for United States automobiles entering and leaving Canada on the same day during the period April to December 1967. Trips for pleasure account for 54.5 per cent of the total entries followed by 20.4 per cent visiting friends or relatives, 8.7 per cent on business or employed in Canada, 5.8 per cent

shopping and 10.6 per cent other purposes. The latter category includes such purposes as travelling through Canada to destinations in U.S., medical reasons, etc.

From response to the questionnaire survey, an estimate was made of the **number of trips** taken to Canada within a seven-day period. This analysis is restricted also to the months April to December 1967. About 75 per cent of the United States automobiles entering and leaving on the same day made one trip in seven days, 15.2 per cent two trips, 4.5 per cent three trips, 1.8 per cent four trips, 1.4 per cent five trips, 0.8 per cent six trips, and 1.5 per cent seven trips.

2. Automobile survey—One or more nights in Canada.—In 1967, United States automobiles entering Canada for a stay of one or more nights numbered 4,199,300 vehicles. The United States motorists in these vehicles, some 12,597,200 persons, spent an estimated \$662.6 million in Canada during Centennial Year, which amounts to an average of approximately \$53 per person. The following analysis is based on a response amounting to 50,500 questionnaires covering some 150,000 persons staying one or more nights in Canada during the

period April to December 1967. Some information, i.e. port of entry—exit and state of residence—is for the whole year. This was derived by combining data obtained from the E50 traveller's vehicle permit used in the first quarter with information from the questionnaire survey used in the latter part of the year. Particular attention should be given to the titles of the statements, charts, and tables to ascertain the time interval covered.

Information on some preferred travel routes within Canada during 1967 can be extracted from the comparison of **province of entry and exit** shown in Statement 14 and Table 11. Indication of inter-provincial travel must be considered as minimal since this analysis would not show how many automobiles entering and leaving Canada through the same province travelled to other provinces during their visit. In most cases, the majority of United States automobiles remaining one or more nights were shown as entering and leaving in the same province. The exceptions are Alberta and the Yukon Territory where the percentage of entry to exit is the smallest. The interprovincial exchange appeared heavier in the Eastern Provinces in 1967 than it was in the previous year, with Quebec showing a higher number of exits.

STATEMENT 13. Purpose of Trip¹ Reported for United States Motorists Entering and Leaving Canada on the Same Day, by Province of Entry, April to December, 1967

Province of entry	Employed in Canada	Business	Pleasure	Shopping	Visiting friends or relatives	Other purposes	Total
	per cent						
New Brunswick	2.6	10.6	33.9	15.9	29.3	7.7	100.0
Quebec	0.8	3.5	62.9	4.4	22.3	6.1	100.0
Ontario	1.4	6.8	57.9	3.6	18.7	11.6	100.0
Manitoba	--	12.0	45.4	11.9	14.9	15.8	100.0
Saskatchewan	--	17.6	38.5	4.5	16.3	23.1	100.0
Alberta	--	8.1	58.6	11.7	4.6	17.0	100.0
British Columbia and Yukon Territory	0.2	9.6	55.0	7.5	17.3	10.4	100.0
Canada	1.4	7.3	54.5	5.8	20.4	10.6	100.0

¹ Questionnaires indicating more than one main purpose of trip were weighted and combined in the calculations.

STATEMENT 14. Distribution by Province of Exit for United States Automobiles in Canada for One or More Nights, 1967

Province of entry	Province of exit							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory
	per cent							
Atlantic Provinces	87.36	6.05	6.13	--	--	0.05	0.36	0.05
Quebec	1.96	83.03	14.58	0.05	0.01	0.12	0.21	0.04
Ontario	1.18	13.79	83.82	0.37	0.06	0.20	0.52	0.06
Manitoba	0.02	0.93	12.53	69.62	4.11	4.09	7.12	1.58
Saskatchewan	0.22	0.37	2.85	6.67	60.80	10.37	13.68	5.04
Alberta	0.37	1.28	7.21	4.27	4.54	34.43	42.09	5.81
British Columbia	0.20	0.66	1.67	0.89	0.94	5.79	88.21	1.64
Yukon Territory	--	1.33	2.56	1.70	10.95	14.31	26.56	42.59

**STATEMENT 15. Distribution of United States Automobiles in Canada,
classified by Nights Stay and Province of Exit, 1967**

Nights stay in Canada	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory
	per cent						
1	14.4	14.4	41.9	28.6	15.6	8.5	18.1
2	7.5	18.6	11.8	18.0	11.6	13.6	21.2
3	9.9	21.8	9.4	13.1	13.4	12.2	15.8
4	8.0	14.8	7.6	10.1	11.9	11.3	8.7
5	8.0	9.7	6.2	5.1	9.9	9.1	7.2
6	7.8	6.6	5.2	3.9	8.7	7.5	5.8
7-13	32.1	12.4	14.6	15.7	20.7	26.0	16.7
14-20	7.5	1.2	2.1	3.8	4.4	8.7	3.6
21 and over	4.8	0.5	1.2	1.7	3.8	3.1	2.9
Totals	100.0	100.0	100.0	100.0	100.0	100.0	100.0

The origin of United States automobiles staying one or more nights in Canada is shown by **area of residence** in Map 1. In 1967, the areas closest to the boundary, especially the East North Central, show a smaller percentage than in 1966. The overstatement of automobiles staying one or more nights as compared to the same day previously mentioned tends to be concentrated in these border states. However the New England States recorded a larger percentage, 14 per cent in 1967 compared with about

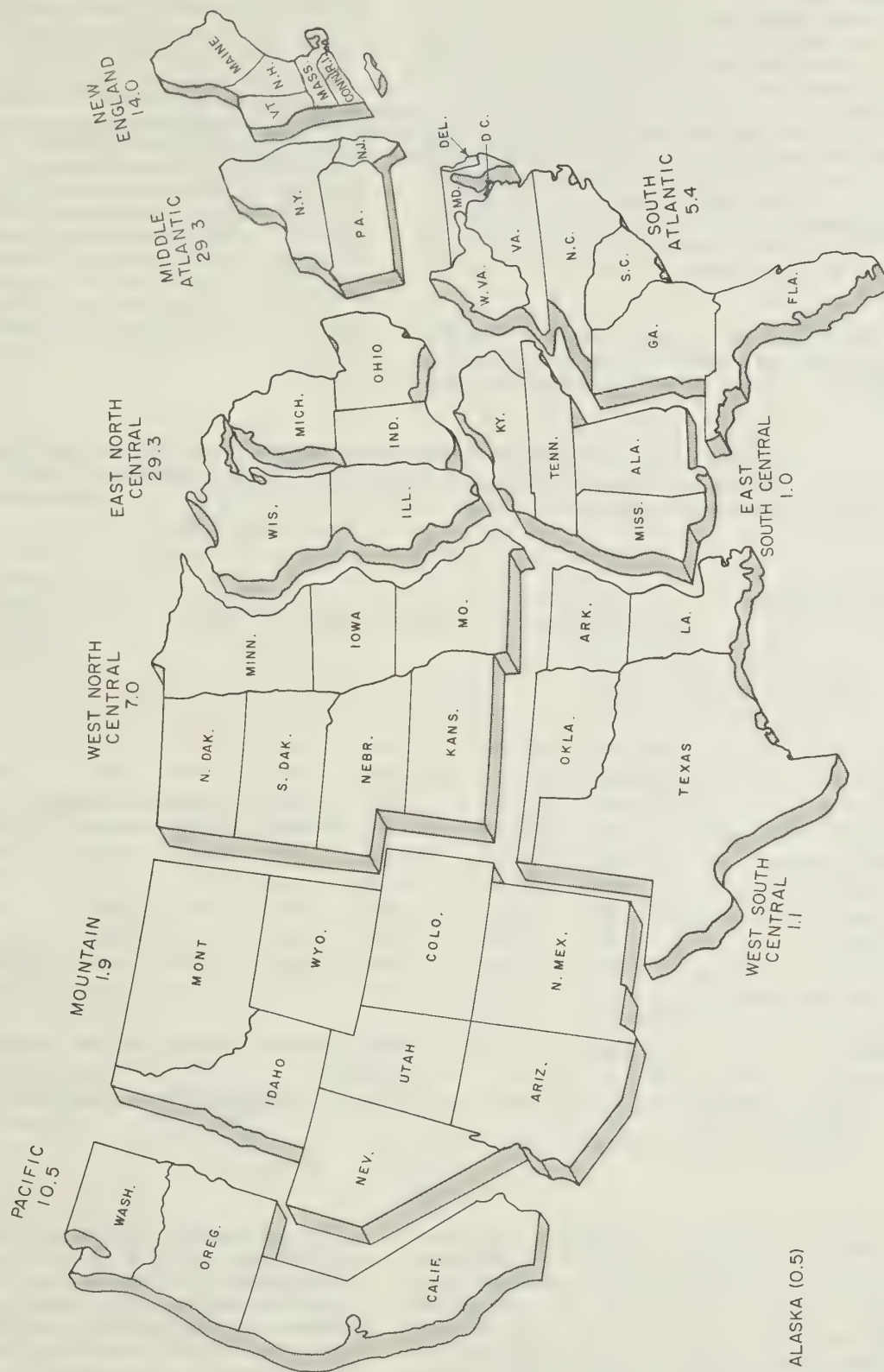
10 per cent the previous year. This shift in the traffic by length of stay is stressed in Statement 16. The first quarter which was tabulated under the permit system shows a large percentage of entries from the East North Central area (47 per cent) but in the second, third and fourth quarters this percentage drops to between 27 and 28 per cent. The other regions of residence therefore show a larger percentage of the total than in the first quarter of the year.

**STATEMENT 16. United States Automobiles in Canada for One or More Nights,
classified by Region of Origin, Quarterly, 1967¹**

Region of origin	First quarter	Second quarter	Third quarter	Fourth quarter	Year
New England	38,200	136,400	309,800	100,500	584,900
Middle Atlantic	101,100	288,900	695,600	142,700	1,228,300
South Atlantic	4,200	53,400	149,700	20,300	227,600
East North Central	175,700	280,600	626,000	144,100	1,226,400
West North Central	10,100	73,100	173,300	37,000	293,500
East South Central	1,200	9,500	29,500	2,300	42,500
West South Central	1,200	11,900	31,500	2,200	46,800
Mountain	4,600	18,000	47,500	9,200	79,300
Pacific	37,800	108,300	232,600	63,300	442,000
Other remaining states	2,500	11,000	8,900	5,600	28,000
Totals	376,600	991,100	2,304,400	527,200	4,199,300

¹ Subject to revision.

ORIGIN OF UNITED STATES⁽¹⁾ AUTOMOBILES ENTERING CANADA FOR A STAY OF ONE OR MORE NIGHTS 1967



(PERCENTAGE OF TOTAL ENTRIES)

⁽¹⁾Continental United States

An analysis by **province of destination** was completed based on the response of the questionnaire survey during the period April to December 1967. The summaries on destination are compiled from the question "province and city or town in Canada where most of your time was spent". If respondents gave two provinces of main destination, the province furthest from the entry point was the one selected for the analysis. Questionnaires with three or more provinces of destination were considered as touring with no particular destination. Questionnaires in the latter group and in transit traffic to and from Alaska were excluded from the analysis but the numbers are shown in footnotes.

Forty-six per cent of United States automobiles staying one or more nights in Ontario originated in the East North Central region. Generally the states

closest to the province of destination show the highest proportion of visits. However, the distribution for the province of Quebec shows more diversity in 1967 as visitors to Expo originated in all areas.

The maps illustrate the percentage of the United States automobiles staying one or more nights attributed to each province. The automobiles in this analysis entered during the period April to December 1967 and numbered 3,776,400. Excluded from this total are an estimated 46,300 automobiles with three or more provinces of destination and cars travelling to and from Alaska. A more detailed distribution by place or area of destination within the province is shown on the maps. The footnotes to the maps give the percentage of automobiles touring or indicating two or more areas of destination in each province.

**STATEMENT 17. United States Automobiles¹ in Canada for One or More Nights,
Region of Origin by Province of Destination, April to December, 1967²**

Region of origin	Province of destination ³							Total
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia Yukon and Northwest Territories	
New England	105,600	359,500	75,300	500	100	1,900	1,700	544,600
Middle Atlantic	43,900	656,400	409,700	1,000	200	5,300	4,400	1,120,900
South Atlantic	9,200	163,900	39,100	100	200	3,900	2,700	219,100
East North Central	10,900	419,000	574,600	9,800	5,000	12,800	9,400	1,041,500
West North Central	1,500	72,500	105,600	61,500	16,600	13,700	7,800	279,200
East South Central	800	27,200	10,100	500	200	1,200	1,000	41,000
West South Central	700	24,200	10,400	1,300	600	2,900	4,600	44,700
Mountain	600	18,200	7,200	2,100	6,200	19,200	18,700	72,200
Pacific	3,200	47,700	21,600	3,800	3,100	44,900	268,700	393,000
Other remaining states	—	1,100	5,400	200	100	1,400	12,000	20,200
Totals	176,400	1,789,700	1,259,000	80,800	32,300	107,200	331,000	3,776,400

¹ Excludes automobiles travelling to or from Alaska and those indicating three or more provinces of main destination.

² Subject to revision.

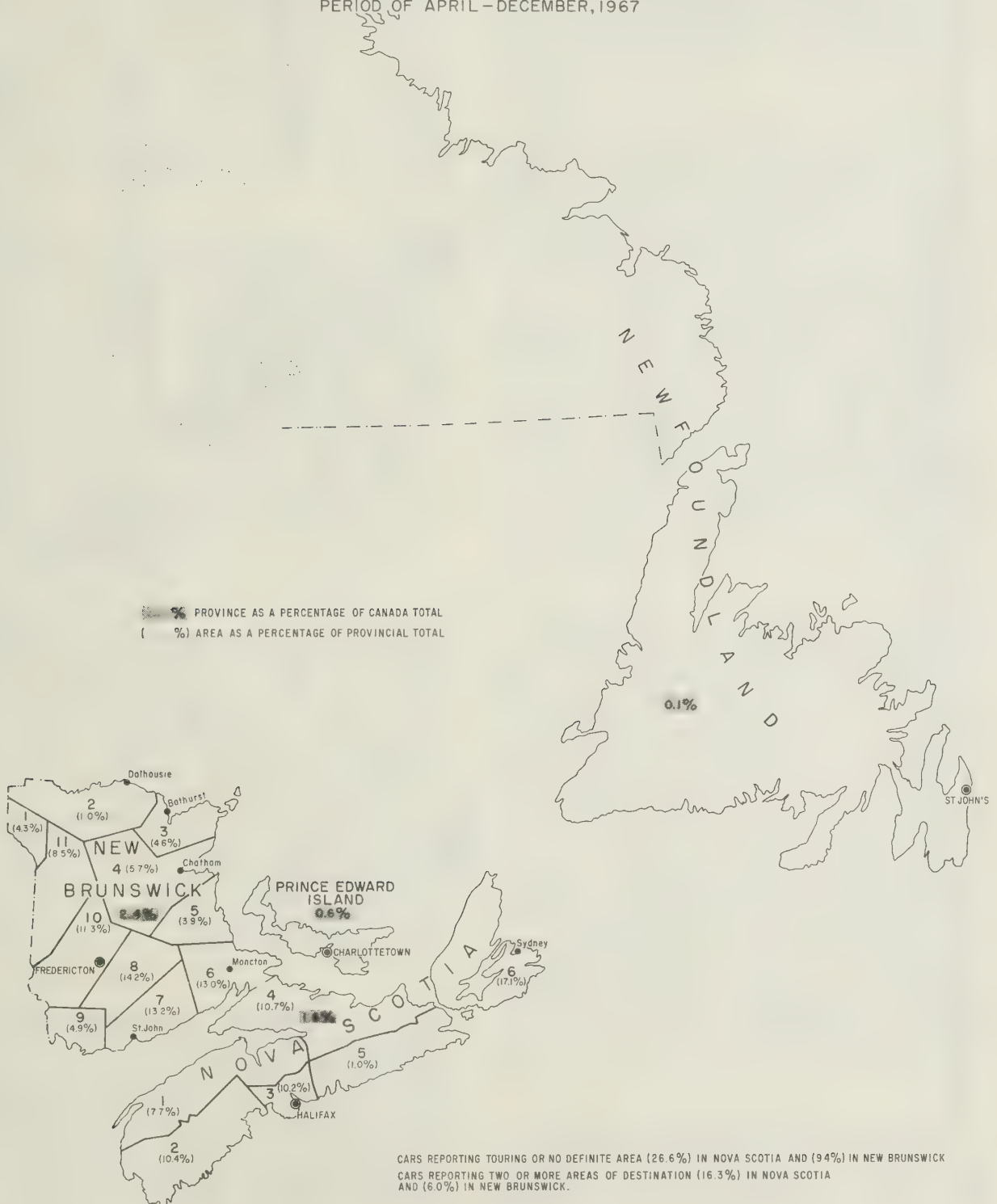
³ Province of destination estimated on basis of survey.

Atlantic Provinces. — During the nine-month period of 1967, an estimated 176,400 United States automobiles and 515,400 motorists travelled to destinations in the Atlantic Provinces. The distribution by province shows that 3,900 cars went to Newfoundland, 21,200 to Prince Edward Island, 61,700 to Nova Scotia, and 89,600 to New Brunswick. Sixty per cent of the automobiles visiting the Atlantic Provinces originated in the New England States. The average length of stay at main destinations was

6 nights and the travelling or en route time in Canada was about 3 nights. The main reasons United States motorists visited the Atlantic Provinces were for recreation (40 per cent) and to visit friends or relatives (38 per cent). The principal type of accommodation used during their visit was the home of friends or relatives for 33 per cent of the total, followed by resort, hotel, or motel for 31 per cent, and camping or house-trailer was used by 18 per cent.

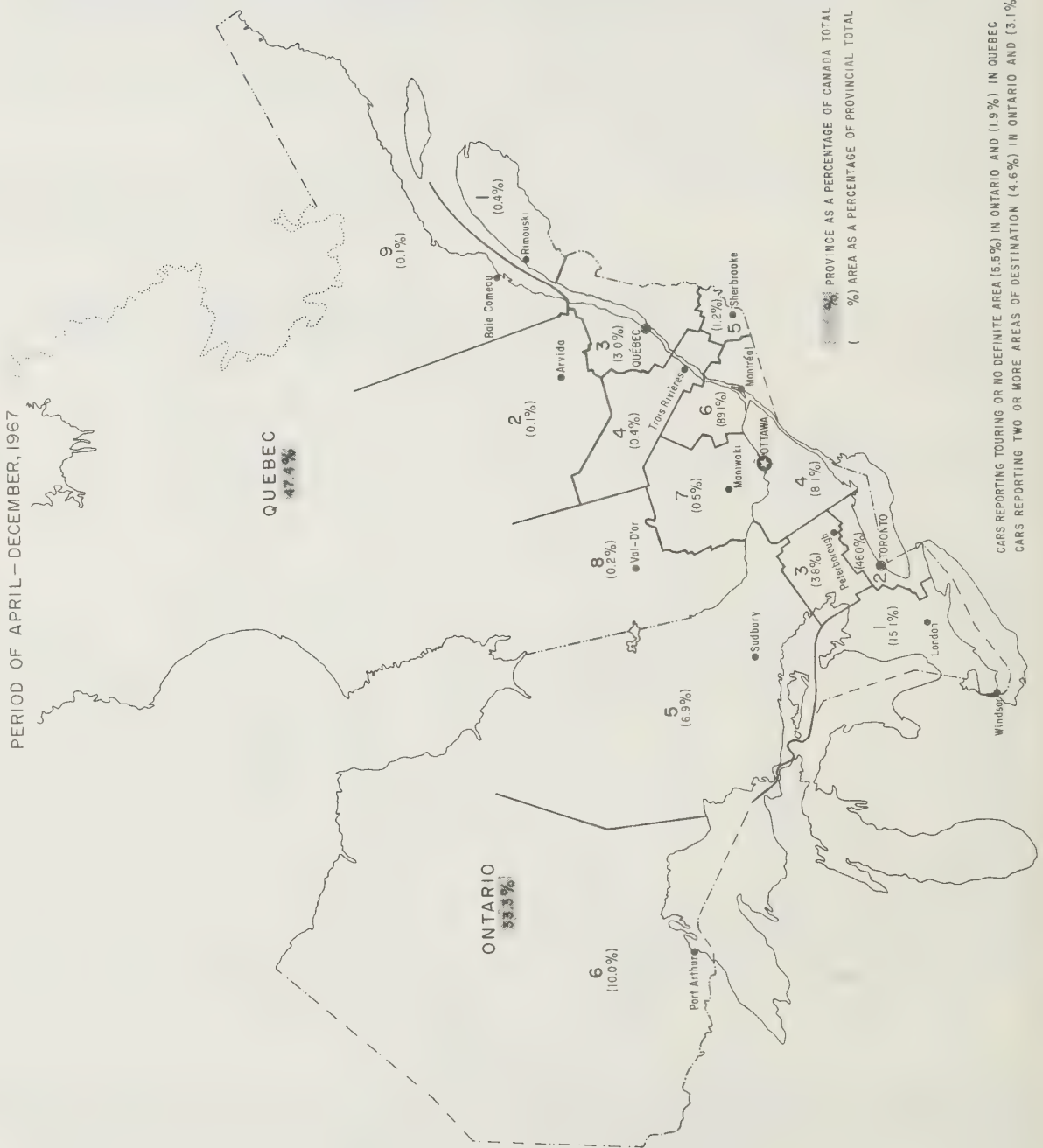
Map 2

PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES
IN CANADA FOR ONE OR MORE NIGHTS
BY PROVINCIAL AREAS OF DESTINATION
NEWFOUNDLAND, PRINCE EDWARD ISLAND, NOVA SCOTIA AND NEW BRUNSWICK
PERIOD OF APRIL-DECEMBER, 1967



Map 3

PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA FOR ONE OR MORE NIGHTS
BY PROVINCIAL AREAS OF DESTINATION—ONTARIO AND QUEBEC
PERIOD OF APRIL—DECEMBER, 1967



CARS REPORTING TOURING OR NO DEFINITE AREA (5.5%) IN ONTARIO AND (1.9%) IN QUEBEC
CARS REPORTING TWO OR MORE AREAS OF DESTINATION (4.5%) IN ONTARIO AND (3.1%) IN QUEBEC.

Quebec. — The focal point in Centennial Year was the province of Quebec which hosted EXPO'67. An estimated 1,789,700 automobiles carried 5,598,800 United States motorists to this province during the period April to December 1967; this represents about 47 per cent of the total traffic. The largest percentage (37 per cent) of the automobiles with destinations in Quebec originated in the Middle Atlantic, 23 per cent from the East North Central States, and 20 per cent from the New England region. The average stay at destinations in Quebec was 4 nights and one night travelling or en route in Canada. The majority of the respondents specified recreation as their main purpose of trip, 69 per cent. The principal types of lodging used during the nine-month period were resort, hotel, or motel with 47 per cent and camping or house-trailer with 21 per cent.

Ontario. — The province of Ontario was the main destination of 1,259,000 automobiles and an estimated 3,818,100 United States motorists staying one or more nights. During the nine-month period of the year, 46 per cent of these automobiles were from the East North Central region and 33 per cent originated in the Middle Atlantic area. The average length of stay at destination was 3 nights and the time travelling or en route in Canada to the main destination was about one night. Recreation was the main reason for visiting Ontario representing 44 per cent of the total, followed by visiting friends or relatives with 16 per cent. The principal types of lodging used in this province were resort, hotel, or motel (52 per cent) and home of friends or relatives (14 per cent).

Prairie Provinces. — An estimated 220,300 automobiles and 668,400 United States motorists had main destinations in the Prairie Provinces during the period April to December 1967. Automobiles with destinations in Manitoba numbered 80,800, Saskatchewan 32,300, and in Alberta 107,200 cars. The average stay at destinations in the Prairie Provinces was 3 nights and the time travelling or en route in Canada was 2 nights. Forty-two per cent of the cars were from the West North Central area and about 24 per cent from the Pacific States. The main purpose of trip was recreation, 50 per cent of the motorists went for this reason, while 20 per cent visited friends or relatives. The most popular type of accommodation used was resort, hotel, or motel (46 per cent) and camping or house-trailer (25 per cent).

British Columbia. — An estimated 320,000 United States automobiles and 920,800 motorists had main destinations in British Columbia during April to December 1967. The majority or 81 per cent of the automobiles with destinations in British Columbia originated from the Pacific States. The average stay at destination was 3 nights and the time spent en route in Canada amounted to an average of 2 nights. The main reason for visiting British Columbia was recreation by 52 per cent of the motorists staying

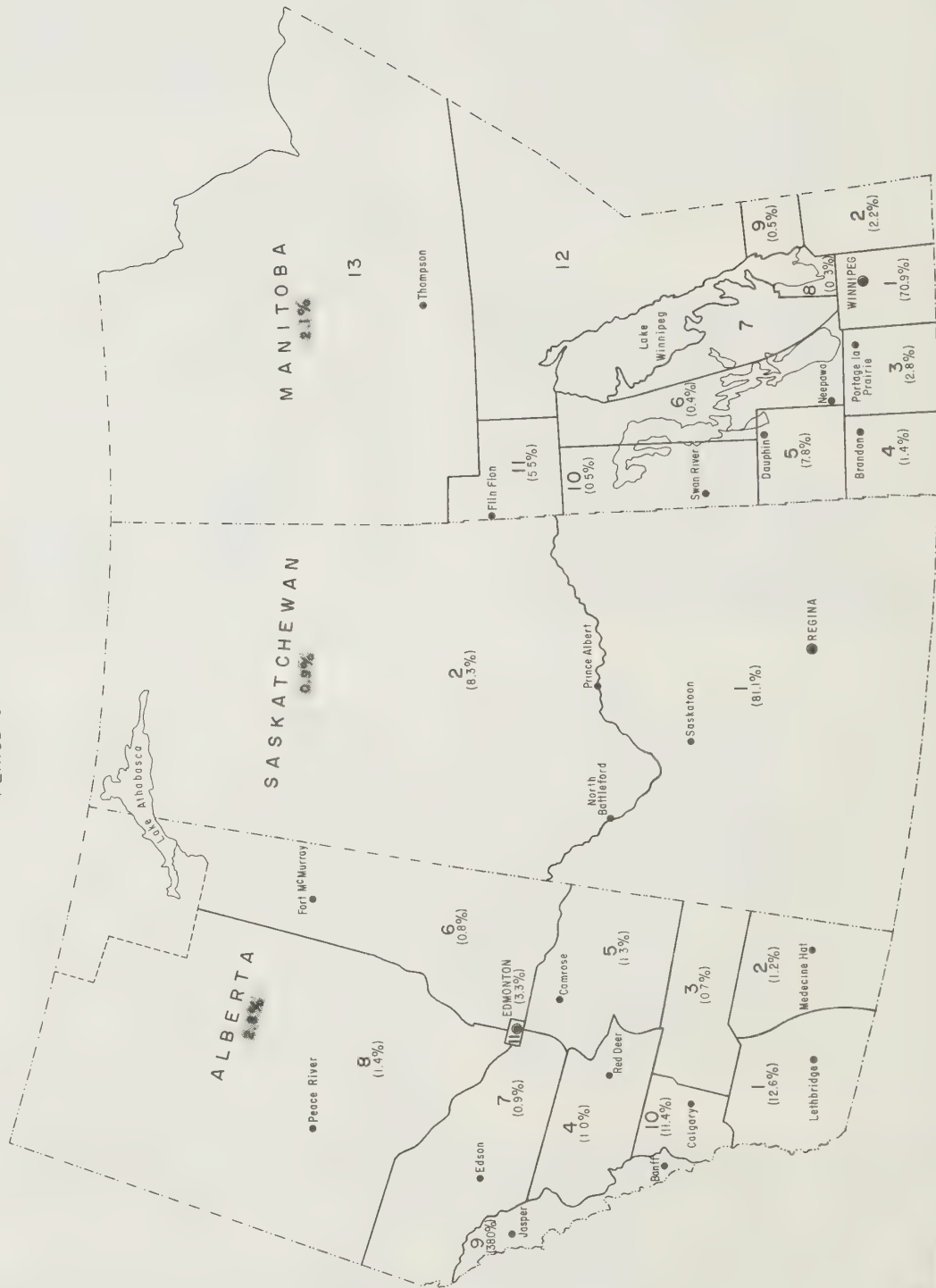
one or more nights while visits to friends or relatives accounted for 17 per cent. Resort, hotel, or motel was the main type of lodging used representing 54 per cent of the total. The second most popular type of accommodation was camping or house-trailer with 23 per cent, followed by home of friends or relatives with 14 per cent. A total of 11,000 United States automobiles and 33,600 motorists went to destinations in the Yukon and Northwest Territories. Recreation was the main reason motorists went to these regions (44 per cent) and camping or house-trailer was the principal accommodation used (49 per cent).

The main **purpose of trip** reported by United States visitors in automobiles staying one or more nights in Canada was recreation with 57 per cent of the total entering during April to December 1967. The next largest percentage was in the category "two or more purposes of trip". This classification includes those questionnaires with two or more main reasons for visiting Canada. The combination specified the most within this group was visiting friends or relatives and other recreation. The average length of stay for motorists on recreation was 4 nights. United States motorists visiting friends or relatives stayed on the average about 5 nights and the same average applied to visitors hunting and fishing. The average expenditure per person per night for United States residents in Canada on recreation was \$13, for visiting friends or relatives \$6, and for hunting and fishing almost \$12. About 18 per cent of the total motorists staying one or more nights indicated this was their first trip to Canada.

The **principal type of lodging** used by United States motorists staying one or more nights in Canada during April to December 1967 was resort, hotel, or motel with 48 per cent of the total. Camping or house-trailer was specified by 19 per cent of the response and homes of friends or relatives 13 per cent. The shortest length of stay was recorded for motorists staying in resorts, hotels or motels and tourist homes, between 3 and 4 nights on an average. United States motorists visiting at homes of friends or relatives stayed an average of 5 nights while a little over 6 nights was the average for those camping or in a house-trailer. Total expenditures per trip averaged around \$6 per person per night for those staying in the two latter accommodation groups while comparable data for persons staying in resorts, hotels, or motels were \$18 per night and in tourist homes close to \$16. These average expenditures include the cost of accommodation as well as all other types of spending within Canada, e.g. food, gifts, services, entertainment and transportation costs.

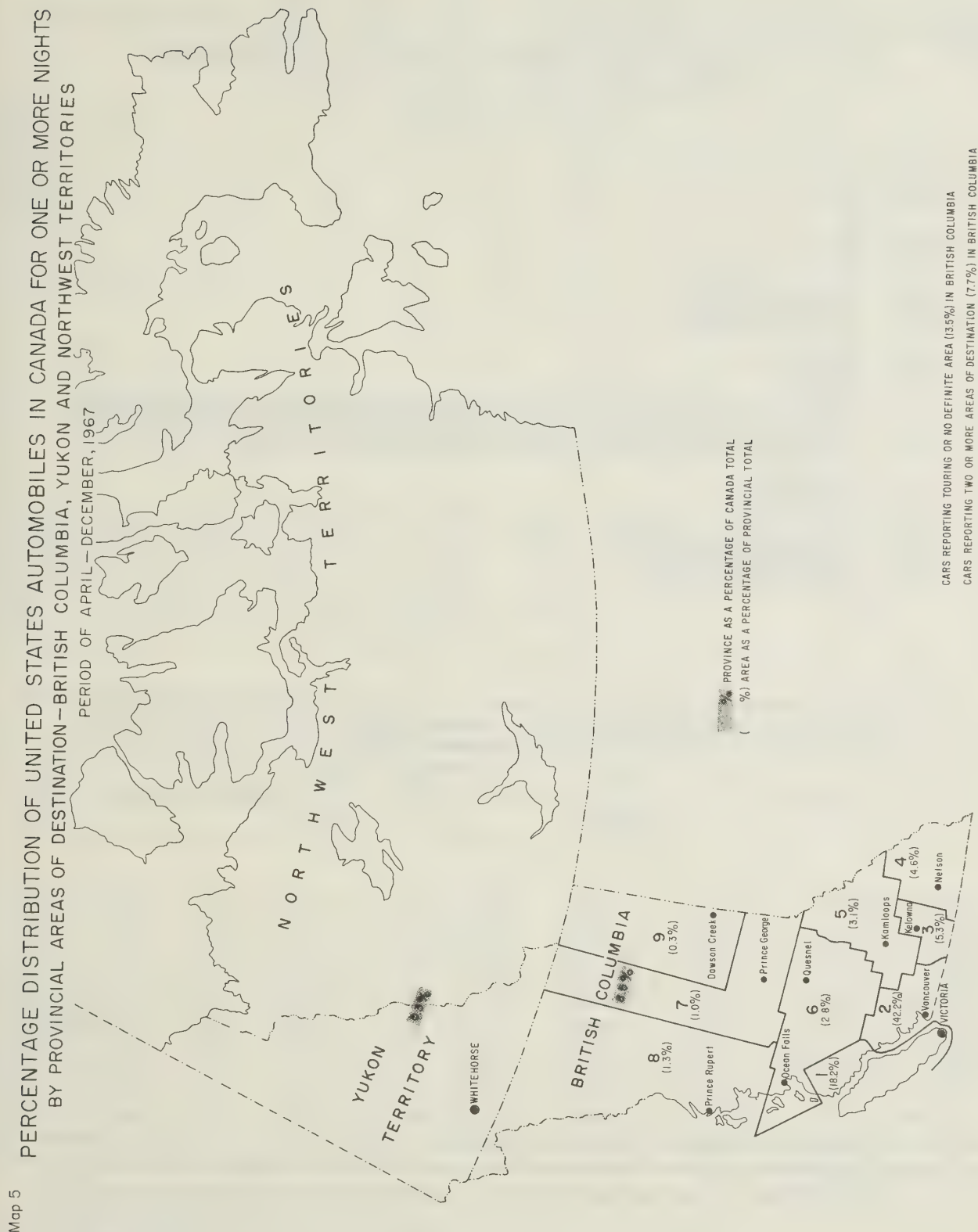
The main **influence of trip** to Canada reported for United States automobile traffic staying one or more nights is shown in Statement 19 for April to December 1967. The classification "other" influence of trip is the largest group, many of which

Map 4
 PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA FOR ONE OR MORE NIGHTS
 BY PROVINCIAL AREAS OF DESTINATION—MANITOBA, SASKATCHEWAN AND ALBERTA
 PERIOD OF APRIL—DECEMBER, 1967



PROVINCE AS A PERCENTAGE OF CANADA TOTAL
 (% AREA AS A PERCENTAGE OF PROVINCIAL TOTAL)

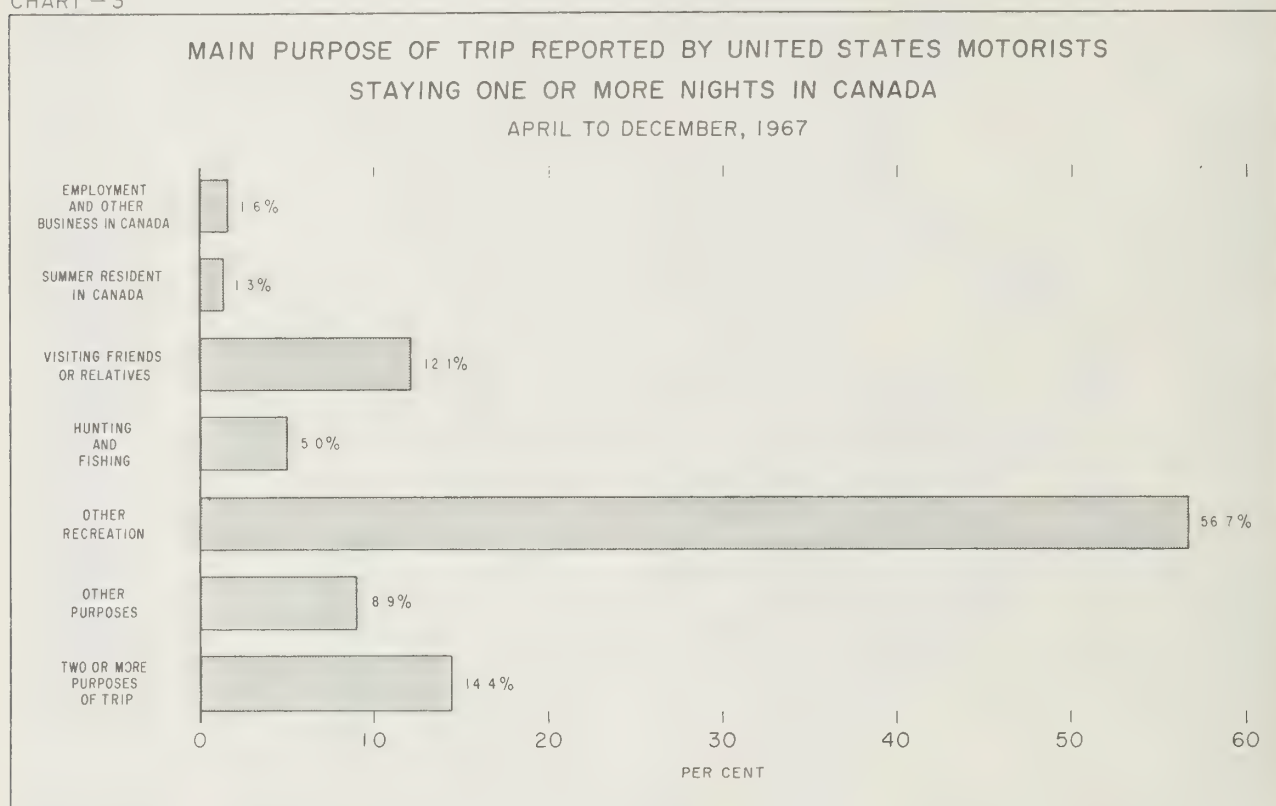
CARS REPORTING TOURING OR NO DEFINITE AREA (5.1%) IN MANITOBA (10.1%) IN SASKATCHEWAN AND (20.8%) IN ALBERTA.
 CARS REPORTING TWO OR MORE AREAS OF DESTINATION (2.5%) IN MANITOBA (0.5%) IN SASKATCHEWAN
 AND (6.6%) IN ALBERTA.



gave a previous trip to Canada as the main reason prompting the visit. Similarly, "two or more influences" includes those indicating EXPO'67 as one of the main influences for visiting Canada, espe-

cially those with destination in Quebec. Other than these two classes, it would seem that invitations and advice of friends or relatives were the main reasons that prompted a visit to Canada.

CHART - 3



STATEMENT 18. Principal Type of Lodging Used by United States Motorists Staying One or More Nights in Canada classified by Province of Destination, April to December, 1967

Province of destination	Camping or house-trailer	Cottage	Resort hotel or motel	Home of friends or relatives	Tourist home	Other	Two or more types of lodging
	per cent						
Atlantic Provinces	18.2	5.8	30.6	32.7	1.1	2.5	9.1
Quebec	21.1	1.1	46.6	10.0	9.2	6.6	5.4
Ontario	12.7	13.5	52.1	14.3	0.9	3.6	2.9
Manitoba	15.9	4.7	53.7	19.3	0.4	1.7	4.3
Saskatchewan	14.4	4.2	35.8	28.7	0.1	5.3	11.5
Alberta	36.3	1.1	42.5	8.8	0.3	0.8	10.2
British Columbia	22.8	1.6	53.7	14.2	0.2	1.6	5.9
Other ¹	49.5	--	39.8	0.6	--	0.9	9.2
Canada	19.0	5.5	48.1	12.9	4.8	4.7	5.0

¹ Includes destinations in the Yukon and Northwest Territories, those with no particular destination, and travellers in transit to or from Alaska.

**STATEMENT 19. Main Influence for Trip to Canada, reported by United States Motorists
Staying One or More Nights, April to December, 1967**

Province of destination	News- paper adver- tisement	Radio or tele- vision	Invitation of friends or relatives	Business require- ments	Magazine adver- tisements	Travel films	Advice of friends	Other	Two or more influ- ences
	per cent								
Atlantic Provinces	1.0	0.2	37.2	1.3	2.4	0.8	12.5	31.2	13.4
Quebec	2.1	3.6	8.1	1.5	3.2	0.4	5.6	22.6	52.9
Ontario	0.6	0.4	20.4	5.7	1.6	2.0	18.1	43.1	8.1
Manitoba	1.5	0.6	26.1	3.4	1.0	1.0	19.7	40.3	6.4
Saskatchewan	--	1.1	40.1	6.1	0.8	0.4	10.4	33.2	7.9
Alberta	1.1	0.3	14.5	2.8	3.0	2.4	20.7	35.4	19.8
British Columbia	1.4	0.6	20.1	5.8	2.2	0.9	19.1	38.8	11.1
Other ¹	--	0.7	5.6	5.4	1.8	1.0	5.3	61.1	19.1
Canada	1.4	1.9	15.3	3.4	2.5	1.1	11.9	32.5	30.0

¹ Includes destinations in the Yukon and Northwest Territories, those with no particular destination, and travellers in transit to or from Alaska.

3. Survey of United States visitors entering Canada by plane, bus, and rail. — Data on the travel characteristics of visitors by plane, bus, and rail are based on the results of a survey made available through the co-operation of the United States Department of Commerce. In 1967, a total of 2.8 million visitors entered Canada from the United States com-

pared with about 1.5 million in 1966. Visitors by plane numbered 1,171,200, by bus 1,352,000 and by rail 253,500. The information in this analysis excludes in transit traffic which amounted to 5,900 persons by plane, 105,800 by bus, and 55,800 by rail.

**STATEMENT 20. Province of Destination¹ of United States Visitors² Entering Canada
by Plane, Bus, and Rail, 1963-67**

Province of destination	1963	1964	1965	1966	1967 ³
Atlantic Provinces	48,000	45,000	41,000	64,000	52,000
Quebec	295,000	339,000	396,000	420,000	1,598,000
Ontario	551,000	582,000	607,000	695,000	684,000
Manitoba	53,000	53,000	48,000	40,000	78,000
Saskatchewan	14,000	17,000	14,000	15,000	17,000
Alberta	58,000	58,000	93,000	107,000	108,000
British Columbia ⁴	141,000	178,000	195,000	192,000	240,000
Canada	1,160,000	1,272,000	1,394,000	1,533,000	2,777,000

¹ Province of destination estimated on the basis of the United States Department of Commerce survey.

² Excludes in transit traffic.

³ Subject to revision.

⁴ Includes destinations in the Yukon and Northwest Territories.

The **region of residence** of United States visitors travelling in Canada by plane, bus, and rail is shown in Table 16 for 1967. The largest percentage (44 per cent) originated in the North Eastern States and an estimated 1,228,000 persons were from this region in 1967 compared with 705,000 in the previous year. The Great Lakes region was the area of residence of 610,000 visitors or 22 per cent of the total. This compares with 329,000 in 1966 which was about the same proportion. The percentage of travellers entering by these types of transportation tends to be higher in 1967 for the states furthest from Canada as shown by the increase in the numbers arriving from the states of Florida, California, Texas, etc.

As would be expected, the majority of United States visitors entering Canada by plane, bus, and rail gave Quebec as the main **province visited**. Fifty-eight per cent of these travellers stated visits to the province of Quebec in 1967. The questionnaire

asked the "Canadian cities or towns visited on this trip". If more than one province was indicated, the province furthest from the point of entry was taken as the place visited. In 1967, an estimated 684,000 visited Ontario while 240,000 went to British Columbia, the Yukon and Northwest Territories.

The **length of stay** of United States visitors entering Canada by plane, bus, and rail is shown in Statement 21 for 1967. The percentage distribution illustrates that about 78 per cent of these travellers stayed less than 7 nights or one week, with this proportion varying between types of transportation. The average days stay per United States plane traveller in Canada was 6 days and the average expenditure per person per day about \$25 in 1967. Bus travellers spent close to \$20 per person-day during their stay in Canada which was, on the average, 6 days. United States visitors by rail stayed an average of 7 days and spent an estimated \$19 per person per day.

STATEMENT 21. Length of Stay for United States Visitors¹ Entering Canada by Plane, Bus, and Rail, 1967

Nights stay in Canada	Number of persons			Percentage of volume		
	Plane	Bus	Rail	Plane	Bus	Rail
	thousands			per cent		
0 ²	50	156	10	4.3	11.5	4.0
1	167	89	15	14.2	6.6	5.9
2- 6	712	795	159	60.8	58.8	62.6
7- 13	174	246	51	14.9	18.2	20.2
14- 20	41	36	13	3.5	2.7	4.9
21 and over	27	30	6	2.3	2.2	2.4
Totals	1, 171	1, 352	254	100.0	100.0	100.0

¹ Excludes in transit traffic.

² Persons entering and leaving on the same day.

4. Survey of United States visitors to Canada by pleasure craft (boat).—A special survey is used to secure information on pleasure craft traffic entering Canada from the United States. This segment of travel is included in the total visitors entering Canada. Monthly statements submitted by border officials show the number of craft entering Canada by port and by intended length of stay. Questionnaires distributed at border points during the second and third quarters, the normal boating season, are used for the estimates of expenditures, persons in craft, purpose of trip, and type of accommodation.

Tabulations of the questionnaires received from a sample of United States residents entering Canada on pleasure craft in 1967 show that vessels

remaining one or more nights in Canada carried an average of 4 persons per boat, the same as in 1966. These persons stayed an average of 7 days, one day less than the preceding year, and each person spent \$31.36 per trip or \$4.48 per day. The average outlay by pleasure craft visitors was \$8.45 less than in 1966. For the short-term traffic, boats entering and leaving on the same day, the average persons in the craft was also four with an average expenditure per capita per day of \$4.68 during 1967 compared with \$5.47 in 1966.

The pleasure craft survey also asked the purpose of trip and type of accommodation used by United States visitors travelling in Canadian waters during the second and third quarters of 1967. In

some cases respondents indicated more than one purpose of trip or type of accommodation used. The percentages presented were obtained when questionnaires indicating two or more purposes of trip or types of accommodation were weighted and combined with those reporting one.

Purpose of trip	Same day	One or more nights
Hunting and fishing	21.8	38.3
Visiting	3.5	2.9
Sightseeing	56.4	47.1
Other	18.3	11.7
Totals	100.0	100.0

The results from the weighting by province of entry and length of stay show that the largest percentage of persons on pleasure craft specified cruising and sightseeing as their main reason for visiting Canada. Some 81 per cent of the visitors from the United States in pleasure craft remained aboard the vessel at night during their stay in 1967. The category "other" includes types of accommodation such as cabin, lodge, resort, or private home. The accommodation "aboard vessel" was specified by 94 per cent of the entries in Quebec, 79 per cent in Ontario, and 90 per cent in British Columbia. Camping and tenting were mentioned by 32 per cent of the visitors entering in Northwestern Ontario.

Accommodation	1966	1967
Aboard vessel	81.1	81.9
Camping or tenting	9.2	11.6
Hotel or motel	4.8	3.1
Other	4.9	3.4
Totals	100.0	100.0

Summary of Travel Between the United States and Foreign Countries

United States residents spent more for travel abroad in 1967 than in any other year in the postwar period. Data released by the United States Department of Commerce in the publication "Survey of Current Business June 1968" show that United States travel expenditures totalled \$4,740 million, an increase of 17 per cent over 1966. Of this amount \$3,195 million covered expenses for travel within foreign countries, \$830 million was paid to foreign transoceanic carriers, and \$715 million were fares paid to United States air and sea carriers. Expenditure figures in this section are in terms of United States currency.

Canada earned the largest amount of the total expenditures within foreign countries, over \$1 billion or 34 per cent. In oversea areas, 3.4 million United States travellers spent \$1.5 billion. Of the \$1,018 million spent in Europe and the Mediterranean area, the United Kingdom received \$190 million, Italy \$148 million, and France \$119 million.

Foreign visitors spent a record \$1.9 billion in the United States during 1967, about 5 per cent more than the previous year. "Record numbers of visitors from overseas, some of whom were bound primarily for Canada's Expo 67 and Centennial celebrations, spent \$850 million, including \$235 million paid to U.S. steamship and airline companies."

The debit balance between receipts and payments for international travel in the United States rose sharply in 1967 to \$2.1 billion, a \$0.5 billion or 30 per cent increase over 1966. "The balance cited above measures the difference between U.S. travel expenditures abroad (including U.S. fare payments to foreign carriers) and U.S. receipts from foreign visitors (including receipts by U.S. carriers of fares paid by foreign visitors)."

STATEMENT 22. Expenditures for Foreign Travel by Residents of the United States, 1963-67

In terms of United States Currency

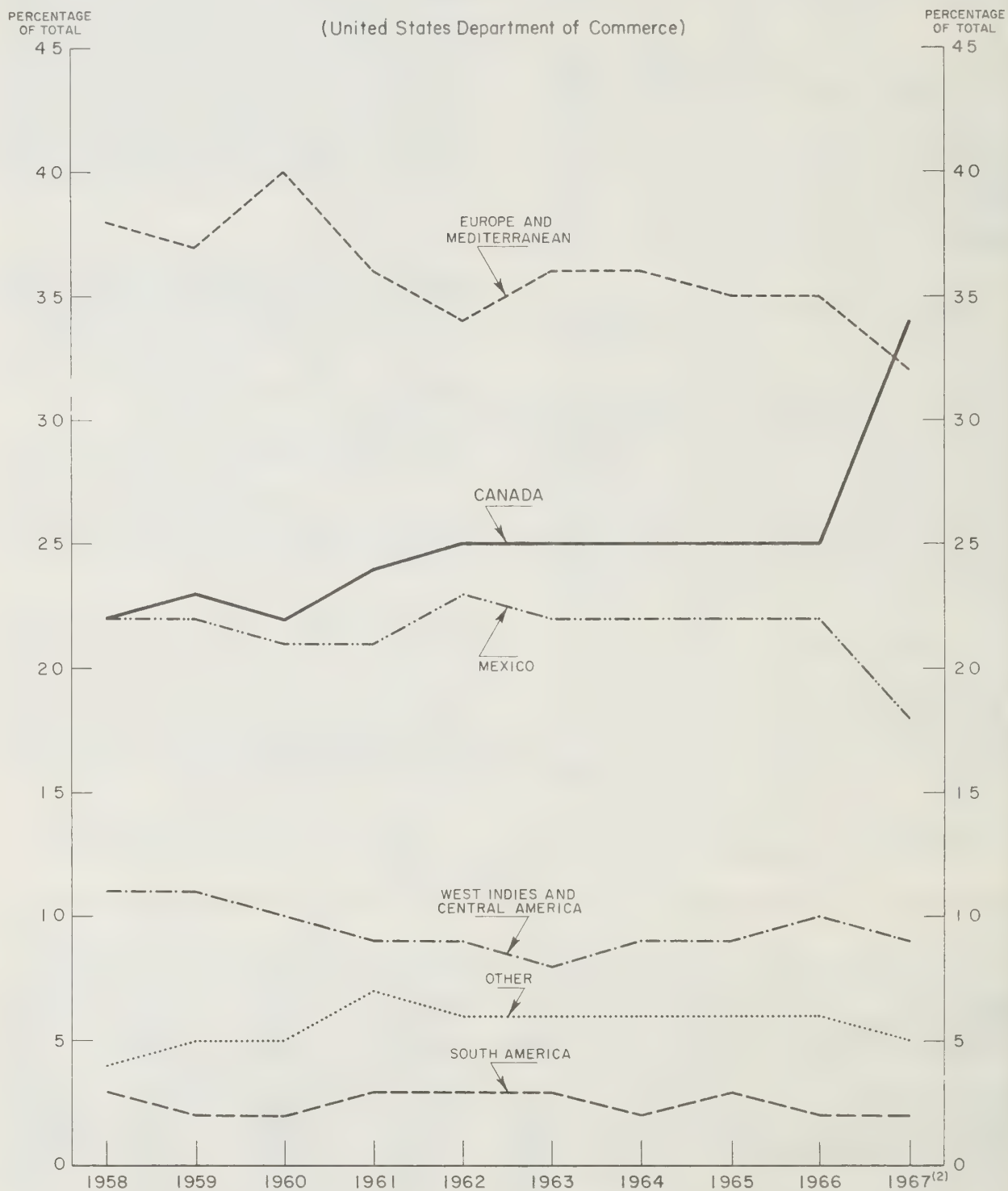
	1963	1964	1965	1966	1967
millions of dollars					
Transportation	1,105	1,165	1,330	1,390	1,545
Foreign-flag carriers	615	645	720	755	830
United States-flag carriers	490	520	610	635	715
Expenditures abroad	2,114	2,211	2,438	2,657	3,195
Canada	522	550	600	678	1,070
Mexico	472	490	540	575	590
Europe and Mediterranean	755	800	864	920	1,018
West Indies and Central America	180	190	220	259	295
South America	56	57	68	65	70
Other oversea areas	129	124	146	160	152
Grand totals	3,219	3,376	3,768	4,047	4,740

Source: Survey of Current Business, United States Department of Commerce, Office of Business Economics.

CHART-4

DISTRIBUTION OF TRAVEL EXPENDITURES⁽¹⁾ IN FOREIGN COUNTRIES BY RESIDENTS OF THE UNITED STATES 1958-1967

(United States Department of Commerce)



(1) EXPENDITURES ARE EXCLUSIVE OF PAYMENTS TO OVERSEAS COUNTRIES FOR TRANSPORTATION TO AND FROM THE UNITED STATES.

(2) DATA FOR 1967 ARE SUBJECT TO REVISION.

United States residents travelling to overseas countries numbered 3,425,000 persons in 1967, an increase of 15 per cent over 1966. Sea travel continued to decline with the number of residents travelling overseas by ship amounting to 167,000 in 1967 compared with 220,000 in the previous year. The number of travellers by air advanced to 3,258,000 from 2,755,000 persons in 1966. The European and Mediterranean area was host to 1,800,000 United States visitors, some 230,000 persons more than 1966. Israel showed the only decrease in numbers although the rate of increase in travel to Greece, Italy, and France was lower than the average for the area. Expenditures by United States residents within Europe and the Mediterranean were higher by 11 per cent in 1967 with only Italy and Israel failing to show an increase in earnings. The United States traveller within Europe and the Mediterranean area spent an average of \$563 and remained 33 days, representing an expenditure of \$17.06 per day. More than 1.2 million United States residents visited the West Indies and Central America and spent close to \$300 million. In South America, 175,000 persons

spent \$70 million and in "other overseas areas" travel outlays by 230,000 travellers amounted to \$152 million.

Expenditures in the United States by foreign visitors totalled \$1,881 million in 1967, including \$235 million paid to United States carriers for transoceanic transportation. Over 50 per cent of the receipts were from Canada and Mexico although this represents a decrease of \$12 million compared with 1966. Visitors from overseas countries other than Canada and Mexico numbered 1,729,000 persons and they spent \$614 million within the United States. Some \$230 million was received from the 866,000 visitors from Europe and the Mediterranean area. Visitors from the West Indies, Central and South America totalling 608,000 persons spent \$263 million and 255,000 visitors from "other overseas countries" spent \$121 million in the United States. The main reason for overseas visits to the United States was pleasure, 73 per cent of the total, followed by business trips with 13 per cent.

**TABLE 3. Number of United States Automobiles and Other Vehicles Entering Canada,
by Province of Entry, 1963-67**

Province of entry	1963	1964	1965	1966	1967
Length of stay — One or more nights in Canada					
Atlantic Provinces	171,385	185,521	203,076	212,872	203,169
Quebec	337,092	360,363	369,811	373,613	1,044,268
Ontario	2,439,526	2,683,576	2,809,470	3,044,349	2,319,553
Manitoba	56,047	60,196	63,526	68,838	108,418
Saskatchewan	30,024	30,966	32,418	33,016	33,807
Alberta	51,017	48,550	57,799	62,601	65,667
British Columbia	315,944	349,389	386,836	433,012	397,534
Yukon Territory	20,012	21,359	24,733	28,684	26,851
Canada	3,421,047	3,739,920	3,947,669	4,256,985	4,199,267
Length of stay — Entering and departing on the same day					
Atlantic Provinces	1,311,788	1,250,101	1,257,202	1,261,109	1,271,937
Quebec	504,000	499,468	495,770	509,135	890,175
Ontario	3,998,739	4,213,212	4,334,060	4,343,915	5,335,877
Manitoba	115,211	116,818	121,662	119,178	136,490
Saskatchewan	44,840	47,709	45,305	46,988	49,946
Alberta	39,125	34,665	35,626	39,155	38,483
British Columbia	240,092	268,372	298,313	328,551	447,104
Yukon Territory	1,999	2,464	3,347	3,899	2,145
Canada¹	6,255,794	6,432,809	6,591,285	6,651,930	8,172,157²
Commercial vehicles					
Atlantic Provinces	62,831	57,063	58,215	59,077	61,537
Quebec	112,416	108,058	110,054	100,418	103,723
Ontario	214,119	211,896	241,328	296,794	320,313
Manitoba	19,299	16,407	17,750	20,101	16,787
Saskatchewan	10,356	11,514	13,488	12,086	11,075
Alberta	13,908	9,522	10,355	11,505	12,630
British Columbia	62,544	67,014	68,624	72,781	66,738
Yukon Territory	2,127	4,015	3,834	3,617	2,073
Canada	497,600	485,489	523,648	576,379	594,876

¹ Includes classification "Repeats and taxis" formerly shown separately.

² 1967 includes 53,701 bicycles and motorcycles, 104,352 taxis and 534 trailers recorded in January and February.

Source: Frontier check.

**TABLE 4. Number of United States Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1963-67**

Month	1963	1964	1965	1966	1967
Length of stay — One or more nights in Canada					
January	86,802	102,195	104,939	125,105	138,182
February	92,739	115,640	112,430	135,746	144,405
March	118,683	131,138	115,267	147,877	94,014
April	159,105	161,315	182,056	206,468	118,369
May	239,757	288,254	308,627	309,995	301,466
June	423,303	454,220	447,466	486,076	571,252
July	706,595	754,154	820,828	914,588	934,840
August	765,973	778,475	815,438	835,997	879,281
September	331,185	404,207	430,303	458,216	490,305
October	216,508	244,465	259,107	270,595	287,236
November	152,863	160,643	186,766	184,571	126,691
December	127,534	145,214	164,442	181,751	113,226
Totals	3,421,047	3,739,920	3,947,669	4,256,985	4,199,267
Length of stay — Entering and departing on the same day					
January	273,071	313,095	299,298	330,843	348,864
February	273,473	315,343	279,990	332,815	303,850
March	346,549	360,106	353,562	387,003	520,074
April	457,799	441,908	468,606	492,139	560,876
May	521,322	576,962	600,917	572,553	694,617
June	695,753	670,952	684,892	697,949	882,100
July	943,938	985,996	1,025,464	978,821	1,211,999
August	948,726	929,834	962,710	928,156	1,094,387
September	567,603	610,324	624,785	609,144	777,436
October	494,841	484,459	495,685	525,309	669,949
November	400,490	412,533	406,604	420,920	546,502
December	332,229	331,297	388,772	376,278	561,503
Totals¹	6,255,794	6,432,809	6,591,285	6,651,930	8,172,157²
Commercial vehicles					
January	43,760	41,200	37,959	41,998	44,302
February	41,867	39,060	37,331	42,825	43,615
March	46,652	39,781	47,955	50,896	46,315
April	42,377	40,518	41,424	44,900	43,282
May	40,171	40,538	43,217	49,858	54,677
June	39,910	43,045	45,937	52,772	55,957
July	41,350	40,193	45,616	50,168	49,852
August	42,084	40,159	44,504	52,080	55,458
September	38,338	40,035	43,686	49,735	49,872
October	43,939	40,546	45,651	47,201	52,159
November	38,775	39,429	45,375	47,872	50,905
December	38,377	40,985	44,993	46,074	48,482
Totals	497,600	485,489	523,648	576,379	594,876

¹ Includes classification "Repeats and taxis" formerly shown separately.

² 1967 includes 53,701 bicycles and motorcycles, 104,352 taxis and 534 trailers recorded in January and February.

**TABLE 5. Numbers of United States Automobiles and Motorists Entering and Leaving
Canada on the Same Day, by Province of Entry, Quarterly, 1967**

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Automobiles—Same day					
New Brunswick	219, 272	304, 358	396, 128	290, 129	1, 209, 887
Quebec	107, 489	233, 317	346, 537	190, 701	878, 044
Ontario	708, 472	1, 380, 084	2, 042, 639	1, 128, 462	5, 259, 657
Manitoba	20, 128	34, 137	53, 795	26, 149	134, 209
Saskatchewan	8, 291	13, 811	16, 768	10, 143	49, 013
Alberta	5, 487	8, 372	15, 530	8, 561	37, 950
British Columbia	76, 345	117, 122	151, 634	97, 617	442, 718
Yukon Territory	255	492	1, 066	279	2, 092
Canada	1, 145, 739	2, 091, 693	3, 024, 097	1, 752, 041	8, 013, 570
Persons in automobiles					
New Brunswick	526, 768	744, 515	1, 041, 097	718, 250	3, 030, 630
Quebec	204, 536	487, 525	868, 651	471, 571	2, 032, 283
Ontario	1, 588, 319	3, 541, 473	5, 778, 556	2, 354, 876	13, 263, 224
Manitoba	53, 032	88, 061	135, 214	67, 373	343, 680
Saskatchewan	19, 784	37, 277	49, 669	25, 319	132, 049
Alberta	14, 935	22, 664	47, 279	19, 769	104, 647
British Columbia	156, 072	252, 474	341, 457	186, 669	936, 672
Yukon Territory	571	1, 198	2, 074	434	4, 277
Canada	2, 564, 017	5, 175, 187	8, 263, 997	3, 844, 261	19, 847, 462
Average persons per automobile					
New Brunswick	2. 40	2. 45	2. 63	2. 48	2. 50
Quebec	1. 90	2. 09	2. 51	2. 47	2. 31
Ontario	2. 24	2. 57	2. 83	2. 09	2. 52
Manitoba	2. 63	2. 58	2. 51	2. 58	2. 56
Saskatchewan	2. 39	2. 70	2. 96	2. 50	2. 69
Alberta	2. 72	2. 71	3. 04	2. 31	2. 76
British Columbia	2. 04	2. 16	2. 25	1. 91	2. 12
Yukon Territory	2. 24	2. 43	1. 95	1. 56	2. 04
Canada	2. 24	2. 47	2. 73	2. 19	2. 48

Source: Frontier check.

TABLE 6. Numbers of United States Automobiles and Motorists Staying One Night in Canada, by Province of Entry, Quarterly, 1967

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Automobiles — One night					
Nova Scotia	3	28	21	3	55
New Brunswick	6,896	6,802	15,877	5,903	35,478
Quebec	14,987	44,557	68,518	26,615	154,677
Ontario	198,413	196,297	412,626	102,055	909,391
Manitoba	2,216	6,592	14,241	4,783	27,832
Saskatchewan	570	1,284	2,087	767	4,708
Alberta	639	1,246	3,468	872	6,225
British Columbia	17,115	18,635	26,672	12,251	74,673
Yukon Territory	330	880	2,818	431	4,459
Canada	241,169	276,321	546,328	153,680	1,217,498
Persons in automobiles					
Nova Scotia	5	92	54	6	157
New Brunswick	15,889	16,812	45,208	15,664	93,573
Quebec	38,857	135,468	225,691	80,348	480,364
Ontario	462,008	587,598	1,221,713	242,586	2,513,905
Manitoba	5,735	19,938	49,303	14,522	89,498
Saskatchewan	1,529	3,887	6,707	2,156	14,279
Alberta	1,873	3,553	10,878	2,066	18,370
British Columbia	42,276	48,960	75,147	28,915	195,298
Yukon Territory	777	2,191	7,950	1,035	11,953
Canada	568,949	818,499	1,642,651	387,298	3,417,397
Average persons per automobile					
Nova Scotia	1.67	3.29	2.57	2.00	2.85
New Brunswick	2.30	2.47	2.85	2.65	2.64
Québec	2.59	3.04	3.29	3.02	3.11
Ontario	2.33	2.99	2.96	2.38	2.76
Manitoba	2.59	3.02	3.46	3.04	3.22
Saskatchewan	2.68	3.03	3.21	2.81	3.03
Alberta	2.93	2.85	3.14	2.37	2.95
British Columbia	2.47	2.63	2.82	2.36	2.62
Yukon Territory	2.35	2.49	2.82	2.40	2.68
Canada	2.36	2.96	3.01	2.52	2.81

Source: Frontier check.

TABLE 7. Numbers of United States Automobiles and Motorists Staying Two or More Nights in Canada, by Province of Entry, Quarterly, 1967

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Automobiles — Two or more nights					
Nova Scotia	80	1,622	7,861	630	10,193
New Brunswick	6,055	21,619	105,165	24,604	157,443
Quebec	25,947	225,577	514,643	123,424	889,591
Ontario	71,585	348,277	832,999	157,301	1,410,162
Manitoba	4,411	18,623	45,719	11,833	80,586
Saskatchewan	1,300	7,547	16,409	3,843	29,099
Alberta	1,957	12,403	40,417	4,665	59,442
British Columbia	22,819	73,747	181,779	44,516	322,861
Yukon Territory	1,278	5,351	13,106	2,657	22,392
Canada	135,432	714,766	1,758,098	373,473	2,981,769
Persons in automobiles					
Nova Scotia	224	4,289	22,551	1,627	28,691
New Brunswick	15,213	58,828	316,749	72,356	463,146
Quebec	70,267	728,724	1,826,580	373,851	2,999,422
Ontario	171,349	1,046,151	2,618,564	372,605	4,208,669
Manitoba	11,348	59,145	157,913	36,141	264,547
Saskatchewan	3,590	25,250	56,849	11,452	97,141
Alberta	5,389	37,353	128,885	11,691	183,318
British Columbia	54,864	196,970	511,495	108,806	872,135
Yukon Territory	3,622	15,237	36,983	6,876	62,718
Canada	335,866	2,171,947	5,676,569	995,405	9,179,787
Average persons per automobile					
Nova Scotia	2.80	2.64	2.87	2.58	2.81
New Brunswick	2.51	2.72	3.01	2.94	2.94
Quebec	2.71	3.23	3.55	3.03	3.37
Ontario	2.39	3.00	3.14	2.37	2.98
Manitoba	2.57	3.18	3.45	3.05	3.28
Saskatchewan	2.76	3.35	3.46	2.98	3.34
Alberta	2.75	3.01	3.19	2.51	3.08
British Columbia	2.40	2.67	2.81	2.44	2.70
Yukon Territory	2.83	2.85	2.82	2.59	2.80
Canada	2.48	3.04	3.23	2.67	3.08

Source: Frontier check.

TABLE 8. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Province of Entry, 1963-67

Province of entry	1963	1964	1965	1966	1967
Aeroplane					
Atlantic Provinces	23,790	25,681	28,855	31,425	35,576
Quebec	149,060	166,428	188,685	207,940	530,289
Ontario	216,505	242,422	272,914	322,444	408,537
Manitoba	17,832	23,263	26,690	26,766	37,904
Saskatchewan	3,112	3,362	3,349	3,767	3,812
Alberta	9,927	15,405	15,462	21,840	24,661
British Columbia	64,097	74,082	84,978	92,075	130,413
Yukon Territory ¹	2,729	2,673	3,242	3,589	5,876
Canada	487,052	553,316	624,175	709,846	1,177,068
Bus ²					
Atlantic Provinces	13,297	12,940	12,807	14,042	15,259
Quebec	85,454	95,614	107,966	116,187	644,298
Ontario	339,045	363,012	430,575	475,222	688,577
Manitoba	9,539	8,742	8,980	9,045	15,955
Saskatchewan	232	219	40	252	27
Alberta	8,901	9,111	5,619	6,942	6,716
British Columbia	52,884	60,087	61,547	71,283	81,948
Yukon Territory	2,805	2,596	3,382	4,962	5,042
Canada	512,157	552,321	630,916	697,935	1,457,822
Rail ³					
Atlantic Provinces	1,454	442	370	351	257
Quebec	68,695	83,257	76,496	56,921	80,757
Ontario	76,336	84,602	84,288	77,439	104,328
Manitoba	22,669	22,372	22,825	18,123	20,163
Saskatchewan	4	4	4	4	4
Alberta	4	4	4	4	4
British Columbia	30,598	33,653	30,333	30,572	28,250
Yukon Territory	16,988	16,325	17,970	22,185	19,778
Canada	216,740	240,651	232,282	205,591	253,533
Boat					
Atlantic Provinces	2,311	1,427	1,304	1,833	1,852
Quebec	9,734	13,115	12,783	19,302	36,517
Ontario	376,338	353,183	359,099	369,337	400,284
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	119,588	124,352	140,969	161,044	168,437
Yukon Territory	8	9	8	1	47
Canada	507,979	492,086	514,163	551,517	607,137

¹ Yukon Territory traffic is practically all in transit to and from Alaska.² Excludes local traffic between border communities but includes in transit traffic.³ After deducting passengers in transit across Southern Ontario.⁴ No direct entries reported.

Source: Frontier check.

TABLE 9. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Month of Entry, 1963 - 1967

Month	1963	1964	1965	1966	1967
Aeroplane¹					
January	29,789	36,483	34,005	38,817	47,842
February	27,143	29,263	32,225	39,867	39,155
March	29,297	32,917	35,683	43,730	43,684
April	31,829	35,375	40,104	46,343	54,054
May	40,560	49,081	52,924	60,799	112,439
June	55,809	60,865	66,886	77,951	164,330
July	56,024	66,272	78,273	88,793	156,429
August	60,308	65,742	77,089	92,136	167,829
September	48,975	55,725	65,650	72,089	146,680
October	44,311	46,251	57,916	58,803	127,362
November	32,148	37,912	41,743	44,521	60,312
December	30,859	37,430	41,677	45,997	56,952
Totals	487,052	553,316	624,175	709,846	1,177,068
Bus²					
January	14,708	23,239	17,627	21,793	29,907
February	16,443	19,164	19,533	25,627	28,288
March	18,774	19,730	18,734	26,245	32,013
April	30,148	30,522	35,331	40,436	51,866
May	44,557	53,409	53,259	57,533	172,607
June	60,432	61,469	80,853	76,907	240,306
July	90,374	101,506	132,982	140,976	301,779
August	117,769	102,313	114,054	128,251	266,959
September	50,402	59,178	65,165	71,567	156,796
October	28,824	34,894	36,737	46,122	105,736
November	20,890	24,068	27,699	34,612	36,877
December	18,836	22,829	28,942	27,866	34,688
Totals	512,157	552,321	630,916	697,935	1,457,822
Rail (Gross entries)					
January	34,562	46,098	30,711	25,728	19,137
February	28,269	22,957	26,107	19,126	12,025
March	26,425	29,470	26,042	20,913	15,202
April	31,443	26,245	29,130	27,979	15,925
May	32,129	33,244	30,614	28,852	27,307
June	45,415	50,150	39,865	34,160	37,859
July	58,354	63,421	53,954	56,270	46,476
August	57,611	62,046	55,963	52,028	51,849
September	35,859	40,346	32,489	26,254	31,271
October	28,586	32,260	26,063	23,406	22,196
November	23,179	25,505	24,164	14,912	13,125
December	42,714	41,064	32,272	14,545	16,991
Totals	444,546	472,806	407,374	344,173	309,363

See footnotes at end of table.

TABLE 9. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Month of Entry, 1963 - 67 - Concluded

Month	1963	1964	1965	1966	1967
Rail (Net entries) ³					
January	12,351	19,825	14,044	13,536	11,981
February	11,774	11,772	14,473	11,143	8,296
March	10,884	13,708	13,364	12,186	11,082
April	13,065	12,423	14,314	14,982	11,529
May	16,250	17,439	18,635	16,975	23,162
June	25,095	25,818	24,878	22,718	33,140
July	33,904	36,146	35,856	34,444	41,019
August	33,917	33,394	34,906	28,296	46,170
September	17,389	21,348	18,407	15,341	26,893
October	14,715	16,546	14,647	15,578	18,807
November	11,726	12,488	12,230	10,504	9,464
December	15,670	19,744	16,528	9,888	11,990
Totals	216,740	240,651	232,282	205,591	253,533
Boat					
January	442	1,140	79	87	89
February	267	398	420	84	843
March	411	264	160	202	177
April	1,270	1,081	1,080	1,283	1,673
May	17,937	22,370	24,650	25,519	31,489
June	76,858	72,692	78,740	88,916	102,722
July	151,973	160,852	170,034	181,482	199,194
August	161,058	155,920	162,902	174,707	174,952
September	70,856	64,249	63,559	63,005	80,769
October	22,810	10,990	10,150	13,951	12,232
November	3,675	1,957	1,864	1,960	2,406
December	422	173	525	321	591
Totals	507,979	492,086	514,163	551,517	607,137

¹ Including traffic in transit to and from Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic.

³ After deducting passengers in transit across Southern Ontario.

Source: Frontier check.

TABLE 10. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Province of Entry, Quarterly, 1967

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Aeroplane					
Newfoundland	462	407	771	550	2,190
Prince Edward Island	1	79	115	9	204
Nova Scotia	2,362	4,253	10,010	3,505	20,130
New Brunswick	1,374	3,025	6,410	2,243	13,052
Quebec	44,008	154,875	217,759	113,647	530,289
Ontario	57,803	116,018	149,550	85,166	408,537
Manitoba	4,787	9,943	15,354	7,820	37,904
Saskatchewan	183	1,256	1,687	686	3,812
Alberta	3,351	6,113	9,730	5,467	24,661
British Columbia	15,663	33,469	56,388	24,893	130,413
Yukon Territory ¹	687	1,385	3,164	640	5,876
Canada	130,681	330,823	470,938	244,626	1,177,068
Bus²					
Nova Scotia	—	—	—	74	74
New Brunswick	1,621	3,372	8,814	1,378	15,185
Quebec	17,287	208,233	357,208	61,570	644,298
Ontario	57,240	220,620	312,748	97,969	688,577
Manitoba	1,276	7,569	5,659	1,451	15,955
Saskatchewan	—	27	—	—	27
Alberta	509	1,571	4,152	484	6,716
British Columbia	12,261	22,397	32,926	14,364	81,948
Yukon Territory	14	990	4,027	11	5,042
Canada	90,208	464,779	725,534	177,301	1,457,822
Rail³					
New Brunswick	65	46	65	81	257
Quebec	11,138	23,214	34,480	11,925	80,757
Ontario	27,324	40,555	60,714	31,565	160,158
Manitoba	2,564	4,685	10,242	2,672	20,163
British Columbia	5,176	7,100	10,315	5,659	28,250
Yukon Territory	97	5,491	13,780	410	19,778
Canada	46,364	81,091	129,596	52,312	309,363
Boat					
Newfoundland	—	4	26	—	30
Nova Scotia	9	436	429	—	874
New Brunswick	156	206	406	180	948
Quebec	1	9,100	24,888	2,528	36,517
Ontario	6	90,973	300,663	8,642	400,284
British Columbia	937	35,146	128,475	3,879	168,437
Yukon Territory	—	19	28	—	47
Canada	1,109	135,884	454,915	15,229	607,137

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic.

³ Including passengers in transit across Southern Ontario.

Source: Frontier check.

TABLE 11. Number of United States Automobiles in Canada, grouped by Province of Entry with Corresponding Province of Exit, by Selected Length of Visit, 1967¹

Province of entry	Province of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Traffic from the Atlantic Provinces to other provinces: All ports in the Atlantic Provinces	All ports in the Atlantic Provinces	32,021	145,466	1,208,464	8.31
	All ports in Quebec	1,776	10,515	83,408	7.93
	All ports in Ontario	1,736	10,726	116,170	10.83
	All ports in Canada	35,533	167,636	1,427,878	8.52
Traffic from Quebec to other provinces: All ports in Quebec	All ports in Quebec	140,145	726,955	3,110,203	4.28
	All ports in the Atlantic Provinces	512	19,990	183,487	9.18
	All ports in Ontario	14,020	138,249	721,600	5.22
	All ports in Manitoba	—	486	3,839	7.90
	All ports in Canada	154,677	889,591	4,075,882	4.58
Traffic from Ontario to other provinces: All ports in Ontario	All ports in Ontario	876,463	1,067,790	6,976,371	6.53
	All ports in the Atlantic Provinces	160	27,256	314,780	11.55
	All ports in Quebec	31,023	288,762	1,504,257	5.21
	All ports in Manitoba	1,745	6,967	52,226	7.50
	All ports in Saskatchewan	—	1,358	12,982	9.56
	All ports in Canada	909,391	1,410,162	9,124,362	6.47
Traffic from Manitoba to other provinces: All ports in Manitoba	All ports in Manitoba	24,714	50,766	307,512	6.06
	All ports in Quebec	—	1,006	10,512	10.45
	All ports in Ontario	1,988	11,595	66,482	5.73
	All ports in Saskatchewan	1,130	3,321	22,415	6.75
	All ports in Alberta	—	4,440	30,062	6.77
	All ports in Canada	27,832	80,586	514,648	6.39
Traffic from Saskatchewan to other provinces: All ports in Saskatchewan	All ports in Saskatchewan	4,196	16,360	122,782	7.51
	All ports in Ontario	19	944	9,458	10.02
	All ports in Manitoba	212	2,041	16,008	7.84
	All ports in Alberta	206	3,298	31,210	9.46
	All ports in British Columbia	75	4,550	38,836	8.54
	All ports in Canada	4,708	29,099	230,680	7.93
Traffic from Alberta to other provinces: All ports in Alberta	All ports in Alberta	4,473	18,135	110,005	6.07
	All ports in Manitoba	94	2,710	20,291	7.49
	All ports in Saskatchewan	306	2,675	15,264	5.71
	All ports in British Columbia	1,352	26,287	177,734	6.76
	All ports in Yukon Territory	—	3,816	23,462	6.15
	All ports in Canada	6,225	59,442	405,592	6.82
Traffic from British Columbia to other provinces: All ports in British Columbia	All ports in British Columbia	73,930	276,739	1,602,415	5.79
	All ports in Saskatchewan	—	3,736	28,290	7.57
	All ports in Alberta	743	22,287	159,044	7.14
	All ports in Yukon Territory	—	6,528	36,868	5.65
	All ports in Canada	74,673	322,861	1,999,548	6.19
Traffic from Yukon Territory to other provinces: All ports in Yukon Territory	All ports in Yukon Territory	4,459	6,977	50,054	7.17
	All ports in Saskatchewan	—	2,939	13,935	4.74
	All ports in Alberta	—	3,842	30,209	7.86
	All ports in British Columbia	—	7,132	56,472	7.92
	All ports in Canada	4,459	22,392	175,986	7.86
All ports in Canada	All ports in Canada	1,217,498	2,981,769	17,954,576	6.02

¹ Subject to revision.

Note: Province of exit based on questionnaire surveys.

**TABLE 12. Number and Expenditures of United States Motorists in Canada,
classified by Length of Visit, 1967¹**

Estimated days stay	Number of cars	Number of persons	Average persons per car	Number of person days	Estimated expendi- tures	Average expendi- ture per person	Average expendi- ture per person per day
1 ² day	8,013,570	19,847,462	2.48	19,847,462	88,336,496	4.45	4.45
2 days.....	1,217,498	3,417,397	2.81	6,834,794	53,461,820	15.64	7.82
3 "	615,744	1,827,566	2.97	5,482,698	57,011,677	31.20	10.40
4 "	581,115	1,769,901	3.05	7,079,604	81,462,151	46.03	11.51
5 "	418,938	1,291,862	3.08	6,459,310	75,511,443	58.45	11.69
6 "	313,274	956,431	3.05	5,738,586	66,672,016	69.71	11.62
7 "	245,122	771,484	3.15	5,400,388	60,973,624	79.03	11.29
8 "	221,328	712,371	3.22	5,698,968	58,448,324	82.05	10.26
9 "	137,370	442,158	3.22	3,979,422	38,617,532	87.34	9.70
10 "	90,676	294,002	3.24	2,940,020	27,126,229	92.27	9.23
11 "	73,285	233,757	3.19	2,571,327	22,386,459	95.77	8.71
12 "	52,828	174,002	3.29	2,088,024	16,913,489	97.20	8.10
13 "	38,688	127,107	3.29	1,652,391	12,183,248	95.85	7.37
14 "	31,768	102,916	3.24	1,440,824	10,902,643	105.94	7.57
15 "	31,327	97,012	3.10	1,455,180	11,531,268	118.86	7.92
16 "	21,276	66,140	3.11	1,058,240	8,271,109	125.05	7.82
17 "	16,014	50,994	3.18	866,898	5,898,565	115.67	6.80
18 "	9,986	29,631	2.97	533,358	4,187,599	141.32	7.85
19 "	8,983	24,823	2.76	471,637	3,824,154	154.06	8.11
20 "	6,660	19,263	2.89	385,260	2,597,761	134.86	6.74
21 "	7,297	21,316	2.92	447,636	2,968,006	139.24	6.63
22-29 days	25,947	72,948	2.81	1,793,791	10,734,693	147.16	5.98
30-59 "	19,927	55,822	2.80	2,148,031	12,007,956	215.11	5.59
60 days and over	14,216	38,281	2.69	4,439,448	18,900,936	493.74	4.26
Totals	12,212,837	32,444,646	2.66	90,813,297	750,929,198	23.14	8.27
Average length of stay				2.80			

¹ Subject to revision.

² Automobiles entering and leaving on the same day (includes the category previously shown as repeats).

Note: Detail based on questionnaire surveys.

TABLE 13. Number of United States Automobiles Entering Canada, classified by Length of Visit and Province of Exit, 1967¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ² day	1, 209, 887	878, 044	5, 259, 657	134, 209	49, 013	37, 950	444, 810	8, 013, 570
2 days	32, 693	172, 944	894, 226	26, 765	5, 632	5, 422	79, 816	1, 217, 498
3 "	16, 899	224, 272	251, 704	16, 828	4, 198	8, 605	93, 238	615, 744
4 "	22, 424	262, 597	201, 664	12, 277	4, 821	7, 711	69, 621	581, 115
5 "	18, 176	178, 183	163, 437	9, 512	4, 308	7, 140	38, 182	418, 938
6 "	18, 109	116, 715	132, 600	4, 823	3, 558	5, 759	31, 710	313, 274
7 "	17, 638	79, 811	110, 725	3, 700	3, 119	4, 736	25, 393	245, 122
8 "	17, 633	62, 861	110, 554	4, 644	2, 511	4, 044	19, 081	221, 328
9 "	15, 570	34, 164	64, 800	2, 757	1, 591	3, 477	15, 011	137, 370
10 "	8, 892	21, 911	41, 150	2, 332	1, 431	2, 730	12, 230	90, 676
11 "	10, 841	12, 474	33, 913	2, 078	730	1, 769	11, 480	73, 285
12 "	8, 677	9, 061	25, 395	1, 188	510	1, 581	6, 416	52, 828
13 "	5, 875	4, 799	20, 032	736	356	1, 680	5, 210	38, 688
14 "	5, 129	4, 112	16, 038	953	356	1, 221	3, 959	31, 768
15 "	4, 974	4, 157	14, 670	709	290	2, 714	3, 813	31, 327
16 "	3, 382	2, 804	9, 746	754	209	824	3, 557	21, 276
17 "	2, 760	2, 092	7, 461	470	377	677	2, 177	16, 014
18 "	1, 681	1, 543	4, 352	345	184	287	1, 594	9, 986
19 "	1, 842	1, 428	2, 994	504	172	348	1, 695	8, 983
20 "	1, 338	674	2, 640	135	211	385	1, 277	6, 660
21 "	1, 068	1, 210	2, 398	652	150	282	1, 537	7, 297
22-29 days	6, 069	2, 624	9, 157	616	716	1, 173	5, 592	25, 947
30-59 "	3, 152	2, 715	7, 681	355	512	663	4, 849	19, 927
60 days and over	1, 717	966	8, 266	578	157	168	2, 364	14, 216
Totals	1, 436, 426	2, 082, 161	7, 395, 260	227, 920	85, 112	101, 346	884, 612	12, 212, 837

¹ Subject to revision.² Entering and leaving on the same day (includes the category previously shown as repeats).**Note:** Detail based on questionnaire surveys.

TABLE 14. Number of Persons in United States Automobiles Entering Canada, classified by Length of Visit and Province of Exit, 1967¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ² day	3,030,630	2,032,283	13,263,224	343,680	132,049	104,647	940,949	19,847,462
2 days	89,570	491,558	2,496,033	78,669	18,522	16,164	226,881	3,417,397
3 "	49,573	687,585	730,166	52,760	14,202	28,035	265,245	1,827,566
4 "	65,288	822,886	614,873	36,133	15,891	23,430	191,400	1,769,901
5 "	52,085	563,170	497,493	31,497	13,162	23,639	110,816	1,291,862
6 "	53,779	368,773	398,002	15,858	9,429	17,693	92,897	956,431
7 "	50,029	260,007	350,053	11,959	8,937	13,949	76,550	771,484
8 "	51,635	203,826	368,522	12,805	8,306	13,928	53,349	712,371
9 "	42,751	111,001	219,073	8,238	5,482	10,536	45,077	442,158
10 "	28,151	71,085	135,385	7,367	4,801	8,717	38,496	294,002
11 "	33,350	37,648	110,966	6,502	2,862	6,084	36,345	233,757
12 "	25,007	26,892	92,497	3,562	1,651	5,911	18,482	174,002
13 "	19,570	14,483	70,397	2,294	1,017	4,938	14,408	127,107
14 "	14,833	14,191	54,749	2,259	972	3,883	12,029	102,916
15 "	13,912	13,575	46,481	2,316	1,049	8,859	10,820	97,012
16 "	8,959	7,614	34,117	2,434	530	2,385	10,101	66,140
17 "	7,251	7,484	25,539	1,396	1,239	1,804	6,281	50,994
18 "	5,217	3,564	14,064	1,149	511	649	4,477	29,631
19 "	4,909	4,342	8,539	1,377	426	1,014	4,216	24,823
20 "	4,068	2,203	7,650	474	529	979	3,360	19,263
21 "	2,579	3,208	9,002	1,598	383	929	3,617	21,316
22-29 days	17,176	6,253	28,051	2,081	1,534	3,265	14,588	72,948
30-59 "	6,977	7,743	23,684	873	1,768	1,443	13,334	55,822
60 days and over	4,119	2,430	24,418	968	328	422	5,596	38,281
Totals	3,681,418	5,763,804	19,622,978	628,249	245,580	303,303	2,199,314	32,444,646

¹ Subject to revision.

² Entering and leaving on the same day (includes the category previously shown as repeats).

Note: Detail based on questionnaire surveys.

TABLE 15. Number and Expenditures of United States Visitors Entering Canada by Plane, Bus, and Rail, classified by Length of Visit, 1967¹

Estimated days stay in Canada	Number of persons	Per cent of total persons	Number of person days	Average stay per person	Estimated expenditure	Average expenditure per person	Average expenditure per person per day
Plane ²							
1 ³ day	50,600	4.3	50,600	1.0	1,526,000	30.20	30.20
2 days	166,700	14.2	333,400	2.0	6,947,000	41.70	20.80
3- 7 days	712,400	60.8	3,160,100	4.4	90,303,000	126.80	28.60
8-14 "	173,700	14.9	1,695,900	9.8	48,534,000	279.40	28.60
15-21 "	40,900	3.5	702,800	17.2	16,687,000	408.00	23.70
22 days and over	26,900	2.3	1,030,100	38.3	12,942,000	481.10	12.60
Totals	1,171,200	100.0	6,972,900	6.0	176,939,000	151.10	25.40
Bus ²							
1 ³ day	155,700	11.5	155,700	1.0	2,432,000	15.60	15.60
2 days	89,100	6.6	178,200	2.0	2,268,000	25.50	12.70
3- 7 days	794,700	58.8	3,653,300	4.6	77,632,000	97.70	21.20
8-14 "	245,900	18.2	2,424,500	9.9	59,215,000	240.80	24.40
15-21 "	36,200	2.7	625,300	17.3	9,094,000	251.20	14.50
22 days and over	30,400	2.2	1,215,800	40.0	10,042,000	330.30	8.30
Totals	1,352,000	100.0	8,252,800	6.1	160,683,000	118.80	19.50
Rail ²							
1 ³ day	10,000	4.0	10,000	1.0	278,000	27.80	27.80
2 days	14,900	5.9	29,800	2.0	470,000	31.50	15.80
3- 7 days	158,600	62.6	730,000	4.6	15,459,000	97.50	21.20
8-14 "	51,300	20.2	513,000	10.0	10,904,000	212.60	21.30
15-21 "	12,500	4.9	212,200	17.0	3,637,000	291.00	17.10
22 days and over	6,200	2.4	213,800	34.5	2,217,000	357.60	10.40
Totals	253,500	100.0	1,708,800	6.7	32,965,000	130.00	19.30

¹ Subject to revision.

² Exclusive of in transit traffic.

³ Persons entering and leaving same day.

Note: Detail based on questionnaire surveys.

TABLE 16. Numbers of United States Visitors¹ Entering Canada by Plane, Bus, and Rail, classified by Selected States of Origin, 1963 - 67

State	1963	1964	1965	1966	1967 ²
North Eastern	508,000	516,000	661,000	705,000	1,228,000
Connecticut	32,000	27,000	44,000	40,000	88,000
Massachusetts	46,000	66,000	93,000	93,000	253,000
New Jersey	70,000	65,000	83,000	104,000	103,000
New York	261,000	282,000	325,000	329,000	419,000
Pennsylvania	79,000	52,000	91,000	105,000	196,000
Other North Eastern	20,000	24,000	25,000	34,000	169,000
Per cent of total	43.8	40.6	47.4	46.0	44.2
Great Lakes	303,000	335,000	298,000	329,000	610,000
Illinois	96,000	83,000	87,000	82,000	209,000
Indiana	13,000	14,000	18,000	19,000	50,000
Michigan	85,000	121,000	88,000	96,000	128,000
Ohio	90,000	92,000	79,000	104,000	171,000
Wisconsin	19,000	25,000	26,000	28,000	52,000
Per cent of total	26.1	26.3	21.4	21.5	22.0
North Western	54,000	41,000	47,000	54,000	81,000
Minnesota	43,000	30,000	37,000	39,000	66,000
Other North Western	11,000	11,000	10,000	15,000	15,000
Per cent of total	4.7	3.2	3.4	3.5	2.9
West Coast	139,000	194,000	205,000	197,000	337,000
California	71,000	100,000	103,000	113,000	201,000
Oregon	13,000	20,000	20,000	22,000	49,000
Washington	55,000	74,000	82,000	62,000	87,000
Per cent of total	12.0	15.3	14.7	12.8	12.1
Remaining states	156,000	186,000	183,000	248,000	521,000
Colorado	8,000	13,000	11,000	16,000	18,000
Florida	13,000	12,000	10,000	19,000	40,000
Iowa	7,000	7,000	7,000	14,000	17,000
Maryland	10,000	12,000	13,000	18,000	50,000
Missouri	15,000	15,000	17,000	15,000	43,000
Texas	19,000	21,000	30,000	35,000	47,000
Other remaining	84,000	106,000	95,000	131,000	306,000
Per cent of total	13.4	14.6	13.1	16.2	18.8
Totals	1,160,000	1,272,000	1,394,000	1,533,000	2,777,000

¹ Exclusive of in transit traffic.

² Subject to revision.

Note: State of origin estimated on the basis of the U.S. Department of Commerce Survey.

PART II

Canadian Travel in the United States

Numbers and Expenditures

There was some curtailment of Canadian travel to the United States in 1967. A decrease of 6.3 per cent was recorded with 32.5 million Canadians re-entering from the United States compared with 34.7 million in 1966. Estimates of Canadian travel payments to the United States amounted to \$614.1 million in Centennial Year, very little change from the figure of \$616.2 million in the previous year. One factor which greatly influences expenditures is length of stay. Canadians leaving and returning on the same day outnumbered travellers staying one or more nights by three to one in 1967 compared with four to one the previous year. Expenditures were not affected proportionately since the outlay per person in the short-term is much lower than that for the long-term traveller and payments remained at a ratio of roughly ten to one in favour of those staying one or more nights in the United States. Most of the decrease in volume was attributable to the category "other travellers" although the number of Canadians leaving and returning on the same day by automobile and re-entries by rail and boat also diminished from the previous year.

In Statement 24 Canadian travel in the United States is divided into two important groupings to show the effect of short-term traffic on numbers and expenditures. In this statement an attempt is made to differentiate between the excursionist and commuter (short-term traffic) and the international definition of the "tourist" (long-term traffic) which includes those residents staying one or more nights in the United States for all purposes and in all types of accommodation. A further refinement of the classification "tourist" is possible by using the information provided from the questionnaire survey. Data from the survey are presented in subsequent sections.

Over three quarters or 24.7 million of the Canadians returning from the United States were excursionists or commuters and are classified as residents leaving and returning on the same day. Estimated expenditures for this group totalled \$57.0 million which is only 10 per cent of the aggregate payments to the United States. The remaining 7.8 million travellers fall within the category "tourist" or persons staying one or more nights in the United States. Although this group is less significant in numbers (24 per cent), their expenditures accounted for 90 per cent or \$557.1 million of the travel payments to the United States. Canadian motorists staying one or more nights spent \$325.3 million or more than half the total expenditures. Travellers in this category numbered 6.3 million in 1967 and their overall average expenditure was \$52 per long-term motorist as compared to \$55 in 1966.

The value of merchandise purchased under the customs exemption privilege is included in the payments by Canadians travelling in the United States

for one or more nights. The value declared in 1967 amounted to \$28,788,000, a decrease of 1.2 per cent compared with the figure of \$29,130,000 recorded in 1966. The value declared accounted for 4.7 per cent of the total payments by Canadians in the United States, the same proportion as the previous year. Values of merchandise declared during the first quarter totalled \$4.9 million, in the second quarter \$6.7 million, in the third quarter \$11.2 million and in the last quarter of 1967 some \$6.0 million.

Type of Transportation

Automobile. — The tabulation of reports submitted by border officials shows that 10,473,844 Canadian automobiles returned from the United States in 1967, some 78,803 more cars than in 1966. The reports received subdivide the above number and show 8,368,420 leaving and returning to Canada on the same day, 546,037 staying one night in the United States, and 1,559,387 cars remaining two or more nights. Passenger car registrations in Canada numbered 5,876,691 in 1967, an increase of 7.2 per cent or 395,967 registrations compared with the revised figure of 5,480,724 in 1966. The ratio of persons to car was one car for every 3.5 residents in Canada and the average number of passenger cars per family came to 1.3 in 1967 compared with 1.2 in the previous year. The number of border crossings represents the equivalent of 1.8 trips to the United States for each car registered in Canada during 1967.

The number of Canadians in automobiles returning from the United States as recorded by border officials totalled 28,085,000 in 1967, less than one per cent below the 1966 figure. Canadian motorists spent an estimated \$363.0 million in the United States, an increase of about one per cent over the previous year. The average outlay for each Canadian returning by automobile was \$12.90 in 1967, very little change from the \$12.70 average in 1966. Average expenditures quoted in this report are the result of several thousand calculations weighted on the basis of length of stay, type of transportation, province of re-entry, etc. The quarterly pattern of numbers of persons returning in automobiles and their expenditures appears in Statements 25 and 26.

Plane. — Canadians returning by plane numbered 792,000 in 1967, exceeding the total in the previous year by 87,000 or 12.3 per cent. Each year since 1964 the number of Canadians travelling by plane has increased by over 10 per cent. Compared with 1958 when 361,000 re-entries were reported, plane traffic has more than doubled. In 1967, expenditures by this group were estimated at \$153.8 million, an increase of 2.0 per cent over 1966. The slower rate of increase in expenditures may be attributed to a decrease in the average outlay per person to \$194 in 1967, down some \$20 from the preceding year.

All four quarters contributed to the increase in the volume of Canadian re-entries by plane. The rate of growth was 18.2 per cent in the first quarter, 4.7 per cent in the second, 16.9 per cent in the third, and 10.5 per cent in the fourth quarter of

1967. Quarterly expenditures show no change in the first quarter, a slight decrease in the second quarter, and increases in both the third and fourth quarters of the year.

STATEMENT 23. Number and Expenditures of Canadian Travellers in the United States,¹ 1964-67

Type of transportation	Number of persons				Expenditures			
	1964	1965	1966	1967 ²	1964	1965	1966	1967 ²
	thousands				millions of dollars			
Automobile:								
One or more nights in United States	3,887	4,861	5,764	6,269	218.3	266.2	318.1	325.3
Leaving and returning same day	20,765	21,720	22,494	21,816	35.8	38.7	42.1	37.7
Totals	24,652	26,581	28,258	28,085	254.1	304.9	360.2	363.0
Non-automobile:								
Plane	544	637	705	792	115.4	131.2	150.8	153.8
Bus	449	489	552	577	50.0	53.6	60.2	53.9
Rail	256	216	176	148	33.2	29.3	28.4	23.3
Boat	116	110	138	127	3.8	2.5	3.4	2.8
Other ³	6,147	5,400	4,851	2,771	19.6	15.9	13.2	17.3
Totals	7,512	6,852	6,422	4,415	222.0	232.5	256.0	251.1
Grand totals	32,164	33,433	34,680	32,500	476.1	537.4	616.2	614.1

¹ Excludes Hawaii.

² Subject to revision.

³ Includes transportation fares paid to United States carriers by Canadians travelling overseas via United States.

STATEMENT 24. Number and Expenditures of Canadian Travellers in the United States, classified by Length of Stay and Type of Transportation, 1967

Mode of travel	Number of persons	Per cent of grand total	Estimated expenditures ¹	Per cent of grand total
Short-term traffic (leaving and returning same day)				
Automobile	21,816,300	67.13	37,676,000	6.11
Non-automobile:				
Plane	32,600	0.10	1,447,000	0.24
Bus	49,500	0.15	253,000	0.04
Rail	3,200	0.01	77,000	0.01
Boat	35,700	0.11	183,000	0.03
Other travellers (pedestrians, local bus, etc.) ²	2,771,600	8.53	17,334,000	3.17
Totals, non-automobile	2,892,600	8.90	19,294,000	3.49
Totals (short-term)	24,708,900	76.03	56,970,000	9.60
Long-term traffic (one or more nights in the United States)				
Automobile:				
One night in the United States	1,552,600	4.78	19,151,000	3.11
Two or more nights in the United States	4,715,800	14.51	306,140,000	49.67
Totals, automobile	6,268,400	19.29	325,291,000	52.78
Non-automobile:				
Plane	759,100	2.34	152,336,000	24.72
Bus	527,900	1.62	53,685,000	8.71
Rail	144,400	0.44	23,254,000	3.77
Boat	91,200	0.28	2,584,000	0.42
Totals, non-automobile	1,522,600	4.68	231,859,000	37.62
Totals (long-term)	7,791,000	23.97	557,150,000	90.40
Grand totals	32,499,900	100.00	614,120,000	100.00

¹ Subject to revision and excludes Hawaii.

² Includes transportation fares paid to United States carriers by Canadians travelling overseas via United States.

**STATEMENT 25. Number of Canadian Travellers Returning from the United States,¹
Quarterly, 1967**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	thousands				
Automobile:					
Two or more nights in United States	647	999	2,285	785	4,716
One night in the United States	217	381	672	283	1,553
Leaving and returning same day	4,364	5,702	7,277	4,473	21,816
Totals	5,228	7,082	10,234	5,541	28,085
Non-automobile:					
Plane	214	201	187	190	792
Bus	114	162	187	114	577
Rail	41	35	41	31	148
Boat	2	24	92	9	127
Other	400	869	819	683	2,771
Totals	771	1,291	1,326	1,027	4,415
Grand totals	5,999	8,373	11,560	6,568	32,500

¹ Excludes Hawaii.

**STATEMENT 26. Expenditures of Canadian Travellers in the United States,¹
Quarterly, 1967²**

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	millions of dollars				
Automobile:					
Two or more nights in United States	54.2	91.8	119.5	40.6	306.1
One night in the United States	2.5	3.9	8.5	4.3	19.2
Leaving and returning same day	7.6	10.1	12.1	7.9	37.7
Totals	64.3	105.8	140.1	52.8	363.0
Non-automobile:					
Plane	47.5	42.9	29.9	33.5	153.8
Bus	13.5	14.9	16.2	9.3	53.9
Rail	5.3	8.0	6.5	3.5	23.3
Boat	0.2	0.6	1.8	0.2	2.8
Other ³	3.0	5.5	5.2	3.6	17.3
Totals	69.5	71.9	59.6	50.1	251.1
Grand totals	133.8	177.7	199.7	102.9	614.1

¹ Excludes Hawaii.

² Subject to revision.

³ Includes transportation fares paid to United States carriers by Canadians travelling overseas via United States.

Bus. — A total of 577,000 Canadians re-entered Canada by bus in 1967, some 4.5 per cent more than the previous year. The rate of growth for this group was the lowest since 1964. A decrease in the average expenditure per traveller by bus to \$93 from \$109 in 1966 brought estimated payments down to \$53.9 million in 1967. Although more use was made of buses in Canadian travel to the United States, the average stay was shorter which tends to lower the mean outlay and also the total expenditures.

Rail. — Canadians returning from visits to the United States by rail amounted to 148,000 in 1967, a decrease of 15.9 per cent in comparison with

1966. Over the past ten year period, with the exception of 1964, rail traffic has shown declines and in 1967 the number of re-entries by rail was roughly one-third the figure of 405,000 recorded in 1958. The expenditure pattern over the same period was somewhat similar but at a slower rate of decline. Canadians re-entering by rail from visits to the United States spent a total of \$23.3 million in 1967, down 18.0 per cent compared with the previous year.

Boat. — Residents of Canada returning from the United States by boat totalled 127,000 in 1967. Boat travel had reached a record high of 138,000 persons in 1966. Estimated expenditures by these travellers

in 1967 fell 17.6 per cent to a total of \$2.8 million. The average outlay per Canadian boat traveller was reduced to \$22 from \$25 in 1966. The third quarter was responsible for most of the decrease in re-entries by boat while the second quarter reflected the decrease in expenditures.

Other travellers.—The category "other travellers" represents the residue of Canadian travellers to the United States and includes pedestrians, persons in commercial trucks and local buses, residents on bicycles and motorcycles, etc. In 1967 there were 2,771,000 Canadians classified as "other travellers", nearly one half of the total for this category in 1966. Expenditures by this group were estimated at \$17.3 million. This includes transportation fares paid to United States carriers by Canadians travelling to overseas countries via the United States. Excluding transportation costs the average expenditure of Canadian "other travellers" came to a little less than \$3 in 1967. The decrease in the number of travellers in this classification was distributed quite evenly between quarters.

Province of Re-entry

Statement 27 illustrates that border re-entries of Canadians again were heaviest in Ontario in 1967 when 13.4 million persons or 41 per cent of the total returned in that province. This represents a decrease of 10.2 per cent compared with 1966. Quebec and New Brunswick each made up about 20 per cent of the aggregate in 1967 and registered decreases of 5.8 and 13.2 per cent, respectively, in contrast with the previous year. The remaining provinces

recorded increases in the number of Canadians returning from the United States during Centennial Year.

A review of Canadian traffic returning from the United States by type of transportation reveals that 11.2 million or 40 per cent of the total automobile re-entries in 1967 were through ports in Ontario. Quebec received the largest number of motorists returning after a stay of two or more nights (1,640,000 persons) while Ontario was highest in both the one night category (680,000) and the group leaving and returning on the same day, 8,984,000 residents. The majority of Canadian residents returning from visits to the United States by plane re-entered through ports in Ontario. Statement 27 shows that 449,000 Canadians returned in that province, some 71,000 more than in 1966. On the other hand, ports in Quebec reported a lower number of plane re-entries in 1967, a total of 180,000 persons compared with 207,000 residents the preceding year. Slightly over one half of the total Canadians returning by bus re-entered in Ontario while between 20 and 25 per cent returned through ports in Quebec. More Canadians returned by bus in British Columbia and the Yukon Territory than by plane. Some 69 per cent of the total Canadian boat travellers re-entered at ports on Ontario waterways in 1967 and 46 per cent of the re-entries by rail were in the same province. Canadian traffic returning as "other travellers" was heaviest in Ontario and New Brunswick. These provinces have local communities adjacent to the international border and normally show the largest number of same day traffic especially for automobile re-entries.

STATEMENT 27. Number of Canadian Travellers Returning From the United States, by Type of Transportation and Province of Re-entry, 1967

Type of transportation	Atlantic Provinces ¹	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory ²	Canada
	thousands							
Automobile:								
Two or more nights in the United States	343	1,640	1,556	298	116	107	656	4,716
One night in the United States	106	414	680	88	20	15	230	1,553
Leaving and returning same day	4,706	3,909	8,984	556	256	150	3,255	21,816
Totals	5,155	5,963	11,220	942	392	272	4,141	28,085
Non-automobile:								
Plane	24	180	449	27	1	20	91	792
Bus	12	140	291	12	--	4	118	577
Rail	1	42	68	14	—	—	23	148
Boat	5	17	88	—	—	—	17	127
Other	1,066	244	1,305	33	31	11	81	2,771
Totals	1,108	623	2,201	86	32	35	330	4,415
Grand totals	6,263	6,586	13,421	1,028	424	307	4,471	32,500

¹ Returning mainly through ports in New Brunswick.

² Returning mainly through ports in British Columbia.

**STATEMENT 28. Number of Canadian Travellers Returning from the United States,
by Province of Re-entry, Quarterly, 1967**

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Newfoundland and Prince Edward Island	100	100	200	200	600
Nova Scotia	3,200	5,200	10,700	5,000	24,100
New Brunswick	1,269,900	1,628,400	1,942,700	1,397,200	6,238,200
Quebec	948,400	1,551,600	2,952,900	1,133,600	6,586,500
Ontario	2,730,800	3,663,800	4,182,700	2,843,300	13,420,600
Manitoba	143,500	229,000	450,400	205,000	1,027,900
Saskatchewan	63,300	106,100	167,000	87,700	424,100
Alberta	47,400	67,700	130,300	61,600	307,000
British Columbia	791,700	1,118,300	1,718,100	833,400	4,461,500
Yukon Territory	700	2,400	5,400	900	9,400
Canada	5,999,000	8,372,600	11,560,400	6,567,900	32,499,900

Length of Stay

Tourist nights of Canadian residents travelling in the United States are weighted by type of transportation, province of re-entry, and length of stay. The term "tourist" as used here is defined as a person staying one or more nights in the United States for any reason and includes in transit travellers, students, workers, etc.

In 1967, long-term Canadian travellers stayed an average of 6.7 nights in the United States, almost unchanged from 1966 when the average was 6.9

nights. A total of 7.7 million Canadians travelling in the United States by automobile, plane, bus, and rail stayed 51.5 million nights. This represents an increase of 4.2 per cent in the number of tourist nights compared with 1966. The average nights stay by type of transportation in 1967 shows very little change compared to the previous year. Canadians returning by automobile stayed 6 nights in the United States. Plane and bus travellers stayed an average of one day less than in 1966, both recording a stay of 10 nights. The average nights stay for Canadians returning by rail remained at 13 nights.

**STATEMENT 29. Estimated Nights Spent by Canadians in the United States,
by Type of Transportation, 1963-67**

Type of transportation	1963	1964	1965	1966	1967
Automobile	23,216,100	28,544,300	30,688,200	34,006,200	36,570,700
Plane	5,370,800	6,299,300	6,686,600	7,308,900	7,568,100
Bus	4,719,700	5,421,300	5,458,900	5,859,400	5,417,700
Rail	2,951,400	3,020,800	2,488,700	2,277,100	1,948,700
Totals	36,258,000	43,285,700	45,322,400	49,451,600	51,505,200

Questionnaire Survey of Canadian Travellers in the United States

The Canadian questionnaire survey covers trips to the United States and visits to overseas countries. In this section data concerning trips to the United States are reviewed. The survey includes visits by all types of transportation except automobile traffic entering and returning from the United

States on the same day. The form E60A—"Canadian Vehicles Leaving Canada and Returning on the Same Day"—which is completed by the port officials during sample periods provides information on expenditures. The questionnaire distributed to Canadian travellers returning by automobile (one or more nights), plane, through bus, rail, and boat requests further information on the trip in the United States.

**STATEMENT 30. Number and Expenditures of Canadian Travellers¹ in the United States,
by Province of Residence, 1967**

Province of residence	Number of persons	Estimated expenditures	Average expenditure per person
	thousands	millions	
Atlantic Provinces	470	28.7	61.10
Quebec	2,354	137.7	58.50
Ontario	3,124	250.8	80.30
Manitoba	400	27.8	69.50
Saskatchewan	192	14.3	74.50
Alberta	406	35.1	86.50
British Columbia and Yukon Territory	967	64.7	66.90
Canada	7,913	559.1	70.70

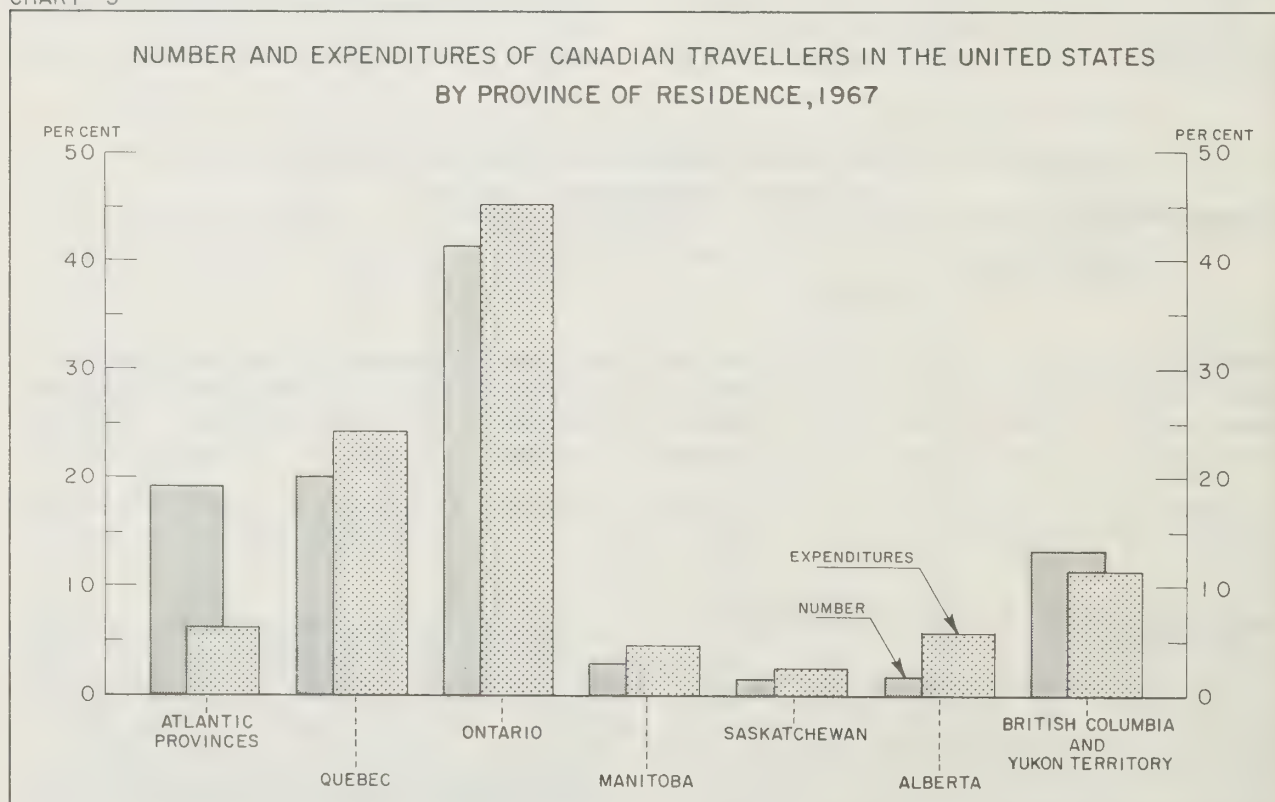
¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

Response to this survey is voluntary and necessarily subject to response bias. The estimates of expenditures and travel characteristics obtained from the survey are weighted to known traffic densities and stratifications to remove some of the biases. Methods of compiling and weighting the survey are described in Section C.

Information on the **province of residence** of Canadians returning from the United States is not available for years previous to 1967. Estimates of

the numbers and expenditures by province of residence are illustrated in Chart 5. It should be noted that the estimates for Canadian motorists leaving and returning on the same day and "other travellers" are based on province of re-entry under the assumption that the latter would correspond with residence for this short-term traffic. In Statements 30 and 31 the figures and percentages include a small number of Canadians returning on the same day by plane, bus, rail, and boat but exclude the majority of the short-term traffic.

CHART-5



In 1967, Ontario was the province of residence of 41 per cent of the total Canadians returning from the United States. This represents about 13.4 million persons. Residents of Quebec accounted for 20 per cent of the aggregate or an estimated 6.5 million travellers. New Brunswick followed closely with 19 per cent or 6.2 million residents. Estimated expenditures did not vary proportionately with volume by province because of the interplay of length of stay. New Brunswick with a high percentage of excursionists and commuters accounted for only 6 per cent of the total outlay in the United States. For Ontario, expenditures by residents staying one or more nights were sufficiently high to overcome the relatively low spending by the numerous travellers leaving and returning on the

same day. Some 45 per cent of the payments to the United States were attributed to Ontario residents.

Statement 30 shows that residents of Ontario and Alberta visiting in the United States spent on the average between \$80 and \$90 per trip. Persons residing in Quebec and the Atlantic Provinces spent a lesser amount, an average of about \$60. Statement 31 indicates that the majority of Canadians visiting the United States returned through ports in their province of residence. Quebec and Ontario each recorded proportions of re-entry to residence of 91 per cent. Saskatchewan showed more diversity in ratios with only 62 per cent of the re-entries being resident in that province while 25 per cent resided in Alberta.

STATEMENT 31. Canadian Travellers¹ Returning from the United States, Province of Residence by Province of Re-entry, 1967

Province of re-entry	Province of residence							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
	per cent							
Atlantic Provinces	80.0	4.0	14.9	0.2	0.1	0.3	0.5	100.0
Quebec	1.7	91.0	6.2	0.2	0.2	0.3	0.4	100.0
Ontario	1.0	3.6	90.9	1.7	0.8	1.2	0.8	100.0
Manitoba	0.4	0.5	5.8	73.8	9.4	6.6	3.5	100.0
Saskatchewan	1.0	0.8	4.4	1.0	61.8	24.6	6.4	100.0
Alberta	0.3	0.1	0.8	1.7	6.2	88.1	2.8	100.0
British Columbia and Yukon Territory	0.2	0.3	1.7	1.3	2.5	14.7	79.3	100.0
Canada	5.9	29.7	39.5	5.1	2.4	5.1	12.3	100.0

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

STATEMENT 32. Destination of Canadian Travellers¹ in the United States, 1963- 67

Region of destination	1963	1964	1965	1966	1967
	number of persons				
New England	598,600	654,500	1,300,500	1,886,700	2,104,000
Middle Atlantic	1,196,700	1,265,200	1,282,700	1,320,900	1,582,800
South Atlantic	837,200	926,500	824,600	853,300	829,400
East North Central	728,000	708,200	733,600	667,600	871,900
West North Central	239,500	361,100	579,600	580,200	884,300
East South Central	30,800	38,000	28,700	34,900	44,700
West South Central	42,600	49,200	51,900	62,400	46,300
Mountain	192,600	202,600	304,500	467,300	329,400
Pacific	1,088,900	906,600	1,075,700	1,308,700	1,086,400
Other remaining states	30,600	25,500	20,900	14,200	5,900
Totals	4,985,500	5,137,400	6,202,700	7,196,200	7,785,100

¹ Excludes persons leaving and returning to Canada by automobile on the same day and "other travellers" but includes same day plane, bus, and rail traffic.

The **region of destination** of Canadian travellers returning from the United States by automobile (one or more nights traffic), plane, through bus, and rail is shown in Statement 32. The destinations of the respondents are tabulated from the question "Town and city and state where most of your time was spent". If more than one state of destination was indicated the state farthest from the port of re-entry was taken. Data for states lying close to the border should be taken as minimal since Canadians have to pass through these states on their way farther south.

In 1967, the New England region was the main destination of 27 per cent of the Canadians returning from the United States. The Middle Atlantic and Pacific States followed with 20 and 14 per cent, respectively. About 11 per cent of the Canadians re-entering by automobile after a stay of one or more nights and those returning by plane, bus, and rail stated main destination in the East North Central region and the same proportion reported destinations in the West North Central States.

The questionnaire survey is used to secure information on the main reason Canadians visit the United States. Eight **purposes of trip** appear on the questionnaire, namely; business, formal study, health, holiday, shopping, in transit through the United States to or from other regions of Canada, visiting friends or relatives, and "other" purposes. Some persons indicated more than one main reason for visiting the United States so the questionnaires were divided into three categories. Of the total respondents, 60.3 per cent specified one purpose of trip, 32.6 per cent stated two purposes, and 7.1 per cent three or more purposes of trip. The high proportion of questionnaires reporting two or more purposes of trip in 1967 warranted weighting and combining this group with those giving one purpose. The results of this procedure are presented in Statements 33, 34, and 35. In previous years, the questionnaires showing one purpose only were used for the statements.

The combination of all questionnaires tends to lower the percentages attributed to holiday and business but increases the proportion of travel for shopping, in transit, and visiting friends or relatives. In 1967, the tabulation of questionnaires reporting one purpose of trip shows percentages as follows: business 8.4 per cent; formal study 0.3 per cent; health 1.8 per cent; holiday 56.2 per cent; shopping 2.6 per cent; in transit through the United States 4.2 per cent; visiting friends or relatives 26.2 per cent; and "other" purposes 0.3 per cent.

Holiday as a purpose of trip was reported by the highest percentage of respondents in most cross-tabulations of data presented in the statements. Purpose of trip by quarters in 1967 shows the seasonal fluctuation of data. For example, holiday was specified most frequently in the third quarter when both visiting friends or relatives and business were at their low point. In the fourth quarter, business and visiting show their highest percentages while holiday as a purpose of trip was at its lowest. By type of transportation, business was stated by 42.4 per cent of the Canadians returning by plane. Holiday visits (71.7 per cent) were most popular with respondents in the boat category but mentioned by only 34.3 per cent of the re-entries by plane. Bus travellers specified shopping more often than persons using other modes of transportation. "In transit" was reported by 5.7 per cent of the respondents returning by car after staying one or more nights in the United States. About 36 per cent of the Canadians returning by rail visited friends or relatives compared with 19 per cent of the re-entries by plane. A regional breakdown shows that the majority of Canadians returning through ports in Quebec were on a holiday in the United States. The highest proportions of "in transit" travel through the United States were shown in the Atlantic and Prairie Provinces. Of the re-entries through ports in Ontario, 29.1 per cent had visited friends or relatives in the United States.

STATEMENT 33. Purpose of Trip¹ reported by Canadians² Returning from the United States, Quarterly, 1967

Period of re-entry	Business	Formal study	Health	Holiday	Shopping	Transit through the United States	Visiting friends or relatives	Other
	per cent							
First quarter	11.6	0.6	2.7	46.8	4.2	1.2	32.8	0.1
Second quarter	9.6	0.2	4.4	51.5	5.6	3.2	25.4	0.1
Third quarter	3.6	0.2	0.9	61.8	4.2	7.8	21.3	0.2
Fourth quarter	12.9	0.2	1.3	40.3	7.7	1.8	35.5	0.3
Year	7.9	0.3	2.0	53.3	5.1	4.6	26.6	0.2

¹ Questionnaires reporting one and two or more purposes weighted and combined.

² Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

STATEMENT 34. Purpose of Trip¹ reported by Canadians Returning from the United States, classified by Type of Transportation, 1967

Type of transportation	Business	Formal study	Health	Holiday	Shopping	Transit through the United States	Visiting friends or relatives	Other
	per cent							
Plane	42.4	1.1	2.4	34.3	0.6	—	18.8	0.4
Bus	7.1	0.6	3.9	44.8	7.1	1.5	34.7	0.3
Rail	14.7	0.1	2.9	41.7	4.3	--	36.3	—
Boat	0.6	—	—	71.7	2.1	—	25.6	—
Totals, non-automobile....	24.3	0.8	2.8	41.5	3.3	0.5	26.5	0.3
Automobile ²	3.6	0.1	1.8	56.4	5.6	5.7	26.6	0.2
Totals	7.9	0.3	2.0	53.3	5.1	4.6	26.6	0.2

¹ Questionnaires reporting one and two or more purposes weighted and combined.

² Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

The tabulation of the questionnaires reporting one purpose of trip only, shows that in most cases the average length of stay and expenditures by purpose of trip are lower in 1967. The length of stay and expenditures of respondents varied proportionately by purpose of trip and, except for business travel, per diem expenditures remained about the same as in 1966. Canadians returning from business trips stayed on an estimated average 5 days in the United States and spent about \$152 per traveller. This represents one day and \$5 less than 1966. The length of a holiday in the United States was 8 days in 1967, one day shorter than the previous year. The average outlay per Canadian on a pleasure trip was \$87, down from \$100 in 1966. Respondents specifying a visit to friends or relatives stayed 6 days in the United States and spent an average of \$39 per person. In 1967, Canadians reporting shopping stayed 3 days and spent \$41. Travel through the United States to Canadian destinations took an average of 3 days and expenditures stood at about \$24 per person. The averages for the last two categories were unchanged from 1966.

Data concerning Canadian travel in the United States by **length of stay** are presented in the tables and summarized in Statement 36 by type of transportation. Monthly reports of Canadian automobile traffic are submitted by border officials and they give breakdowns of automobiles and motorists; leaving and returning on the same day, staying one night in the United States, and remaining two or

more nights. A detailed estimate on length of stay is tabulated from the questionnaires returned from motorists staying two or more nights. The lengths of stay shown for Canadians returning by plane, bus, and rail are estimates based on the response to the questionnaire survey.

Residents of Canada returning from the United States by automobile in 1967 had stayed an average of 2 days or one night, the same as in 1966. These travellers spent an average of \$5.60 per person per day compared with \$5.80 the previous year. Excluding the same day category, some 78 per cent of the motorists remained about one week or 1 to 6 nights in the United States. This group, totalling 4.9 million residents, spent an average of about \$8 per person per day. In plane, bus, and rail travel, the number of Canadians leaving and returning on the same day is less significant compared with automobile traffic. Estimated expenditures are not affected as much by this category since average expenditures would also include some transportation costs which are reduced as length of stay increases. The most popular length of visit was 2 to 7 days for plane, bus, and rail traffic. On the average, a Canadian returning from the United States by plane spent \$18 per day during an 11-day stay. Bus travellers stayed between 10 and 11 days but spent only half as much per day as the re-entries by plane. Rail travellers had the longest average stay, some 14 days, with expenditures of \$11 per person per day.

**STATEMENT 35. Purpose of Trip¹ reported by Canadians² Returning from the United States,
classified by Province of Re-entry, 1967**

Province of re-entry	Business	Formal study	Health	Holiday	Shopping	Transit through the United States	Visiting friends or relatives	Other
	per cent							
Atlantic Provinces	3.7	0.1	1.1	41.2	6.8	18.0	28.6	0.5
Quebec	6.8	0.3	1.7	63.2	1.9	1.7	24.3	0.1
Ontario	10.2	0.3	2.8	47.9	5.4	4.1	29.1	0.2
Manitoba	6.9	0.2	1.3	47.7	9.2	15.0	19.5	0.2
Saskatchewan	3.6	0.2	1.6	45.6	6.9	18.6	23.5	--
Alberta	8.1	0.6	1.9	56.5	6.9	4.6	21.0	0.4
British Columbia and Yukon Territory	6.5	0.3	1.3	54.7	8.8	1.0	27.3	0.1
Canada	7.9	0.3	2.0	53.3	5.1	4.6	26.6	0.2

¹ Questionnaires reporting one and two or more purposes weighted and combined.

² Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

**STATEMENT 36. Canadian Travellers Returning from the United States, classified by
Length of Stay and Type of Transportation, 1967**

Estimated nights stay in the United States	Number of persons				Percentage of volume			
	Auto-mobile	Plane	Bus	Rail	Auto-mobile	Plane	Bus	Rail
	thousands				per cent			
0 ¹	21,816	33	49	3	77.7	4.2	8.5	2.0
1	1,553	63	52	6	5.5	8.0	9.0	4.1
2- 6	3,343	355	253	77	11.9	44.8	43.8	52.0
7-13	802	183	117	29	2.9	23.1	20.3	19.6
14-20	310	89	48	11	1.1	11.2	8.3	7.4
21 and over	261	69	58	22	0.9	8.7	10.1	14.9
Totals	28,085	792	577	148	100.0	100.0	100.0	100.0

¹ Persons leaving and returning on the same day.

TABLE 17. Numbers of Canadian Automobiles and Other Vehicles Returning from the United States, by Province of Re-entry into Canada, 1963 - 67

Province of re-entry	1963	1964	1965	1966	1967
Length of stay — One or more nights in United States					
Atlantic Provinces	113, 293	132, 386	129, 248	134, 422	153, 553
Quebec	380, 749	434, 340	540, 816	633, 702	627, 851
Ontario	460, 495	516, 646	616, 565	745, 026	806, 902
Manitoba	78, 765	75, 025	74, 761	84, 911	117, 263
Saskatchewan	25, 188	27, 971	28, 177	31, 525	40, 276
Alberta	30, 168	27, 694	30, 914	37, 647	41, 857
British Columbia	201, 107	210, 624	241, 857	270, 738	316, 129
Yukon Territory	1, 132	1, 047	1, 164	1, 320	1, 593
Canada	1, 290, 897	1, 425, 733	1, 663, 502	1, 939, 291	2, 105, 424
Length of stay — Leaving and returning same day					
Atlantic Provinces	1, 907, 400	1, 947, 397	2, 014, 465	2, 061, 327	1, 999, 678
Quebec	1, 074, 882	1, 211, 561	1, 331, 193	1, 386, 422	1, 310, 972
Ontario	3, 338, 450	3, 600, 788	3, 711, 129	3, 963, 766	3, 841, 315
Manitoba	170, 771	163, 144	164, 419	172, 562	189, 434
Saskatchewan	74, 606	82, 387	79, 727	86, 212	87, 711
Alberta	62, 976	53, 295	52, 022	56, 341	56, 149
British Columbia	857, 138	906, 150	1, 009, 629	1, 010, 299	1, 132, 047
Yukon Territory	1, 481	1, 392	1, 435	1, 177	950
Canada	7, 487, 704	7, 966, 114	8, 364, 019	8, 738, 106	8, 618, 256¹
Commercial vehicles					
Atlantic Provinces	125, 378	117, 705	107, 330	131, 010	131, 234
Quebec	164, 439	177, 080	176, 420	175, 271	174, 875
Ontario	267, 769	316, 021	352, 021	366, 053	379, 746
Manitoba	22, 786	21, 032	22, 104	22, 851	22, 353
Saskatchewan	7, 230	7, 714	8, 637	6, 794	7, 708
Alberta	8, 985	6, 049	6, 188	6, 275	6, 703
British Columbia	27, 028	25, 575	26, 782	28, 313	31, 565
Yukon Territory	602	420	516	472	489
Canada	624, 217	671, 596	699, 998	737, 039	754, 673

¹ Includes 94,021 bicycles and motorcycles and 155,815 taxis in 1967.

Source: Frontier check.

TABLE 18. Numbers of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1963 - 67

Month	1963	1964	1965	1966	1967
Length of stay — One or more nights in United States					
January	47,765	54,101	60,984	65,757	87,082
February	43,530	52,108	54,000	63,646	80,015
March	58,249	84,547	72,753	84,475	135,203
April	94,270	80,501	122,032	141,353	131,676
May	91,506	108,317	122,253	141,914	156,495
June	103,217	108,945	123,116	158,375	187,744
July	217,174	232,369	285,899	362,874	375,565
August	236,599	276,286	331,348	350,015	338,651
September	141,464	152,891	178,175	192,293	223,616
October	124,020	127,475	145,637	165,067	176,657
November	72,200	79,649	85,080	110,254	115,484
December	60,903	68,544	82,225	103,268	97,236
Totals	1,290,897	1,425,733	1,663,502	1,939,291	2,105,424
Length of stay — Leaving and returning same day					
January	447,038	506,925	503,887	543,775	581,428
February	429,537	513,774	477,990	531,756	529,427
March	542,784	605,861	581,914	613,768	658,714
April	620,763	620,228	662,229	740,304	692,284
May	669,729	735,390	738,978	789,526	754,099
June	729,217	743,725	774,346	819,889	824,302
July	848,641	937,277	1,015,274	1,062,110	1,032,460
August	808,096	874,625	921,118	930,869	902,118
September	680,618	690,340	760,520	741,838	735,711
October	639,505	659,093	745,536	735,709	703,671
November	535,209	553,103	584,926	615,342	593,985
December	536,567	525,773	597,301	613,220	610,057
Totals	7,487,704	7,966,114	8,364,019	8,738,106	8,618,256¹
Commercial vehicles					
January	62,931	66,408	69,980	64,131	72,497
February	56,326	68,793	61,776	58,391	64,308
March	48,135	51,813	57,949	58,761	65,516
April	44,913	46,500	50,254	48,727	49,892
May	48,183	49,908	51,513	54,358	55,323
June	50,441	55,473	57,558	61,407	62,851
July	52,310	53,727	57,002	61,998	62,514
August	52,001	53,062	57,319	70,555	68,505
September	50,022	55,264	58,314	69,052	65,249
October	55,120	57,242	57,938	65,224	61,519
November	48,685	50,166	57,710	60,739	63,649
December	55,150	63,240	62,685	63,696	62,850
Totals	624,217	671,596	699,998	737,039	754,673

¹ Includes 94,021 bicycles and motorcycles and 155,815 taxis in 1967.

Source: Frontier check.

TABLE 19. Numbers of Canadian Automobiles and Motorists Leaving and Returning to Canada on the Same Day, by Province of Re-entry, Quarterly, 1967

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Automobiles — Same day					
New Brunswick	388,584	489,883	545,118	460,701	1,884,286
Quebec	193,216	347,908	501,909	239,742	1,282,775
Ontario	877,117	983,194	1,033,590	868,271	3,762,172
Manitoba	29,245	46,599	68,857	38,359	183,060
Saskatchewan	15,405	24,218	26,230	20,593	86,446
Alberta	10,165	13,098	18,893	13,169	55,325
British Columbia	211,458	292,552	388,348	221,076	1,113,434
Yukon Territory	133	244	361	184	922
Canada	1,725,323	2,197,696	2,583,306	1,862,095	8,368,420
Persons in automobiles					
New Brunswick	948,762	1,197,012	1,424,913	1,135,532	4,706,219
Quebec	546,482	1,026,843	1,656,129	679,908	3,909,362
Ontario	2,095,294	2,392,969	2,645,538	1,849,658	8,983,459
Manitoba	82,199	135,538	228,474	109,729	555,940
Saskatchewan	43,123	71,905	82,781	58,144	255,953
Alberta	25,921	36,481	55,585	31,806	149,793
British Columbia	621,572	840,355	1,182,808	608,384	3,253,119
Yukon Territory	318	642	1,018	435	2,413
Canada	4,363,671	5,701,745	7,277,246	4,473,596	21,816,258
Average persons per automobile					
New Brunswick	2.44	2.44	2.61	2.46	2.50
Quebec	2.83	2.95	3.30	2.84	3.05
Ontario	2.39	2.43	2.56	2.13	2.39
Manitoba	2.81	2.91	3.32	2.86	3.04
Saskatchewan	2.80	2.97	3.16	2.82	2.96
Alberta	2.55	2.79	2.94	2.42	2.71
British Columbia	2.94	2.87	3.05	2.75	2.92
Yukon Territory	2.39	2.63	2.82	2.36	2.62
Canada	2.53	2.59	2.82	2.40	2.61

Source: Frontier check.

TABLE 20. Numbers of Canadian Automobiles and Motorists Staying One Night in the United States, by Province of Re-entry, Quarterly, 1967

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Automobiles — One night					
Nova Scotia	22	165	463	109	759
New Brunswick	2,864	6,693	20,925	6,150	36,632
Quebec	15,193	34,074	57,749	23,147	130,163
Ontario	44,693	65,448	94,071	50,249	254,461
Manitoba	2,938	5,682	13,241	5,456	27,317
Saskatchewan	803	1,690	2,707	1,370	6,570
Alberta	555	1,150	2,637	1,187	5,529
British Columbia	11,879	20,184	34,220	17,837	84,120
Yukon Territory	13	139	289	45	486
Canada	78,960	135,225	226,302	105,550	546,037
Persons in automobiles					
Nova Scotia	106	484	1,416	290	2,296
New Brunswick	6,698	16,554	63,694	16,703	103,649
Quebec	44,646	106,598	190,293	72,082	413,619
Ontario	120,717	175,242	259,421	124,793	680,173
Manitoba	8,378	17,271	45,453	16,918	88,020
Saskatchewan	2,247	5,094	8,518	3,948	19,807
Alberta	1,316	3,110	7,835	2,933	15,194
British Columbia	33,121	55,858	94,213	45,290	228,482
Yukon Territory	23	394	793	108	1,318
Canada	217,252	380,605	671,636	283,065	1,552,558
Average persons per automobile					
Nova Scotia	4.82	2.93	3.06	2.66	3.03
New Brunswick	2.34	2.47	3.04	2.72	2.83
Quebec	2.94	3.13	3.30	3.11	3.18
Ontario	2.70	2.68	2.76	2.48	2.67
Manitoba	2.85	3.04	3.43	3.10	3.22
Saskatchewan	2.80	3.01	3.15	2.88	3.01
Alberta	2.37	2.70	2.97	2.47	2.75
British Columbia	2.79	2.77	2.75	2.54	2.72
Yukon Territory	1.77	2.83	2.74	2.40	2.71
Canada	2.75	2.81	2.97	2.68	2.84

Source: Frontier check.

TABLE 21. Numbers of Canadian Automobiles and Motorists Staying Two or More Nights in the United States, by Province of Re-entry, Quarterly, 1967

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Automobiles — Two or more nights					
Nova Scotia.....	106	475	1,251	302	2,134
New Brunswick.....	10,222	20,352	57,475	25,979	114,028
Quebec.....	55,776	90,937	266,990	83,985	497,688
Ontario.....	102,075	145,192	203,941	101,233	552,441
Manitoba.....	10,488	17,649	44,177	17,632	89,946
Saskatchewan.....	4,022	6,691	17,013	5,980	33,706
Alberta.....	4,924	7,130	17,245	7,029	36,328
British Columbia.....	35,688	51,983	102,724	41,614	232,009
Yukon Territory.....	39	281	714	73	1,107
Canada.....	223,340	340,690	711,530	283,827	1,559,387
Persons in automobiles					
Nova Scotia.....	393	1,484	3,959	1,051	6,887
New Brunswick.....	28,127	55,690	176,862	75,567	336,246
Quebec.....	170,268	294,555	916,923	258,241	1,639,987
Ontario.....	292,876	410,126	601,571	251,298	1,555,871
Manitoba.....	31,739	54,053	155,101	57,098	297,991
Saskatchewan.....	11,551	20,923	64,629	18,702	115,805
Alberta.....	13,246	19,729	55,584	18,655	107,214
British Columbia.....	98,994	141,858	307,924	103,944	652,720
Yukon Territory.....	125	764	2,123	195	3,207
Canada.....	647,319	999,182	2,284,676	784,751	4,715,928
Average persons per automobile					
Nova Scotia.....	3.71	3.12	3.16	3.48	3.23
New Brunswick.....	2.75	2.74	3.08	2.91	2.95
Quebec.....	3.05	3.24	3.43	3.07	3.30
Ontario.....	2.87	2.82	2.95	2.48	2.82
Manitoba.....	3.03	3.06	3.51	3.24	3.31
Saskatchewan.....	2.87	3.13	3.80	3.13	3.44
Alberta.....	2.69	2.77	3.22	2.65	2.95
British Columbia.....	2.77	2.73	3.00	2.50	2.81
Yukon Territory.....	3.21	2.72	2.97	2.67	2.90
Canada.....	2.90	2.93	3.21	2.76	3.02

Source: Frontier check.

TABLE 22. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by Province of Re-entry into Canada, 1963-67

Province of re-entry	1963	1964	1965	1966	1967
Aeroplane					
Atlantic Provinces	17,208	17,532	19,096	19,499	23,561
Quebec	151,354	172,673	195,077	207,281	179,588
Ontario	254,973	281,252	335,428	377,836	449,058
Manitoba	11,965	14,237	18,119	18,177	26,470
Saskatchewan	1,073	1,131	1,369	1,722	1,183
Alberta	8,075	10,350	11,445	16,275	20,444
British Columbia	44,653	46,465	55,772	63,018	90,817
Yukon Territory	1,263	657	433	732	605
Canada	490,564	544,297	636,739	704,540	791,726
Bus ¹					
Atlantic Provinces	8,869	10,307	10,228	12,419	12,125
Quebec	93,146	107,567	125,069	141,528	140,474
Ontario	197,902	222,224	241,800	268,276	290,943
Manitoba	18,896	18,511	11,646	11,130	12,095
Saskatchewan	151	391	115	88	77
Alberta	3,991	3,826	3,837	4,068	3,683
British Columbia	77,058	86,258	96,124	113,853	117,642
Yukon Territory	195	406	422	313	365
Canada	400,208	449,490	489,241	551,675	577,404
Rail					
Atlantic Provinces	1,313	774	633	510	421
Quebec	82,310	90,261	74,812	57,631	41,991
Ontario	98,580	99,092	88,337	74,386	68,410
Manitoba	29,783	34,300	22,876	14,811	14,251
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	26,817	30,742	28,488	26,521	20,942
Yukon Territory	1,043	1,003	1,283	2,615	1,544
Canada	239,846	256,172	216,429	176,474	147,559
Boat					
Atlantic Provinces	5,870	6,617	5,076	5,086	4,784
Quebec	10,141	11,748	10,658	18,045	17,385
Ontario	86,105	82,978	79,803	95,246	87,771
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	12,343	14,261	14,952	19,663	16,906
Yukon Territory	51	45	20	22	49
Canada	114,510	115,649	110,509	138,062	126,895

¹ Excludes local bus traffic between border communities.

Source: Frontier check.

TABLE 23. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by Month of Re-entry into Canada, 1963 - 67

Month	1963	1964	1965	1966	1967
Aeroplane					
January	42,229	49,099	52,224	54,814	76,378
February	37,886	42,143	47,516	54,670	60,067
March	49,153	50,347	59,274	71,622	77,636
April	51,180	51,208	66,709	76,157	79,521
May	41,121	46,948	55,449	61,098	61,122
June	36,178	41,785	46,596	54,277	60,086
July	34,033	39,512	47,386	47,135	56,020
August	41,566	47,620	57,678	54,212	66,152
September	40,645	46,317	54,365	58,648	64,965
October	44,546	51,411	57,444	62,315	68,820
November	37,749	40,275	46,209	52,728	59,417
December	34,278	37,632	45,889	56,864	61,542
Totals	490,564	544,297	636,739	704,540	791,726
Bus ¹					
January	21,441	32,084	27,459	30,016	38,974
February	22,215	24,739	23,983	31,445	33,684
March	25,700	35,373	26,735	31,837	41,087
April	35,746	32,570	41,014	48,492	41,394
May	35,701	40,096	45,726	44,938	49,790
June	44,984	56,613	62,824	69,310	71,403
July	47,900	52,922	63,983	74,567	70,359
August	54,877	59,089	67,849	69,772	71,699
September	36,331	35,835	39,571	44,097	45,451
October	32,027	33,877	38,450	48,885	45,495
November	22,310	23,335	25,437	31,786	35,225
December	20,976	22,957	26,210	26,530	32,843
Totals	400,208	449,490	489,241	551,675	577,404
Rail (Net entries) ²					
January	20,178	26,493	19,195	16,523	16,458
February	14,568	15,061	13,744	12,193	9,854
March	15,845	22,951	15,440	13,656	14,818
April	23,663	19,122	21,732	17,837	11,614
May	16,472	17,422	16,259	15,455	11,987
June	15,019	17,080	15,807	15,929	10,927
July	23,012	23,694	22,067	20,512	14,036
August	23,932	27,404	25,465	19,816	14,178
September	17,284	18,760	18,185	10,728	12,447
October	18,086	19,988	15,646	12,289	10,504
November	13,314	12,998	12,678	11,602	9,674
December	19,395	17,620	15,560	9,934	11,062
Totals	220,768	238,593	211,778	176,474	147,559
Boat					
January	579	1,542	745	439	495
February	411	1,298	930	248	364
March	808	468	935	413	856
April	1,182	2,120	2,575	3,062	1,160
May	3,002	4,779	6,107	5,212	4,986
June	12,252	12,299	13,239	14,504	17,729
July	33,439	38,042	33,458	45,768	35,750
August	40,348	34,216	32,454	43,325	42,501
September	13,050	12,666	12,055	15,409	13,569
October	5,757	4,067	4,372	4,856	4,612
November	2,560	2,294	2,010	2,543	2,294
December	1,122	1,858	1,629	2,283	2,579
Totals	114,510	115,649	110,509	138,062	126,895

¹ Excludes local bus traffic between border communities.² After deducting in transit passengers.

Source: Frontier check.

TABLE 24. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by Province of Re-entry, Quarterly, 1967

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Aeroplane					
Newfoundland	14	37	37	44	132
Prince Edward Island	103	61	152	118	434
Nova Scotia	2,494	3,057	4,698	3,410	13,659
New Brunswick	1,843	2,589	2,568	2,336	9,336
Quebec	60,438	41,944	34,744	42,462	179,588
Ontario	114,176	118,976	108,279	107,627	449,058
Manitoba	7,481	5,708	5,841	7,440	26,470
Saskatchewan	395	293	299	196	1,183
Alberta	5,757	5,229	4,698	4,760	20,444
British Columbia	21,252	22,658	25,599	21,308	90,817
Yukon Territory	128	177	222	78	605
Canada	214,081	200,729	187,137	189,779	791,726
Bus¹					
New Brunswick	1,651	2,371	6,117	1,986	12,125
Quebec	23,524	29,754	63,538	23,658	140,474
Ontario	56,791	97,966	78,811	57,375	290,943
Manitoba	2,737	2,663	3,905	2,790	12,095
Saskatchewan	—	—	77	—	77
Alberta	905	938	1,002	838	3,683
British Columbia	28,084	28,861	33,798	26,899	117,642
Yukon Territory	53	34	261	17	365
Canada	113,745	162,587	187,509	113,563	577,404
Rail					
New Brunswick	116	67	130	108	421
Quebec	13,000	9,380	11,062	8,549	41,991
Ontario	18,846	16,651	17,982	14,931	68,410
Manitoba	3,772	3,198	4,115	3,166	14,251
British Columbia	5,327	4,608	6,574	4,433	20,942
Yukon Territory	69	624	798	53	1,544
Canada	41,130	34,528	40,661	31,240	147,559
Boat					
Newfoundland	—	2	8	3	13
Nova Scotia	180	11	3	—	194
New Brunswick	963	938	1,581	1,095	4,577
Quebec	—	4,154	12,039	1,192	17,385
Ontario	20	15,423	67,630	4,698	87,771
British Columbia	552	3,332	10,525	2,497	16,906
Yukon Territory	—	15	34	—	49
Canada	1,715	23,875	91,820	9,485	126,895

¹ Excludes local bus traffic between border communities.

Source: Frontier check

TABLE 25. Number and Expenditures of Canadian Motorists in the United States, classified by Length of Visit, 1967¹

Estimated days stay	Number of cars	Number of persons	Average persons per car	Number of person days	Estimated expenditures	Average expenditure per person	Average expenditure per person per day
1 ² day	8,368,400	21,816,300	2.6	21,816,300	37,676,000	1.70	1.70
2 days	546,000	1,552,600	2.8	3,105,200	19,151,000	12.30	6.20
3 "	479,100	1,517,900	3.2	4,553,700	38,388,000	25.30	8.40
4 "	301,400	906,200	3.0	3,624,800	29,854,000	32.90	8.20
5 "	150,300	446,800	3.0	2,234,000	19,243,000	43.10	8.60
6 "	91,500	266,500	2.9	1,599,000	13,734,000	51.50	8.60
7 "	69,000	205,600	3.0	1,439,200	12,169,000	59.20	8.50
8 "	76,600	250,200	3.3	2,001,600	15,339,000	61.30	7.70
9 "	47,900	148,800	3.1	1,339,200	10,827,000	72.80	8.10
10 "	37,700	109,100	2.9	1,091,000	9,686,000	88.80	8.90
11 "	28,800	85,500	3.0	940,500	7,865,000	92.00	8.40
12 "	26,300	80,600	3.1	967,200	7,452,000	92.50	7.70
13 "	19,300	56,900	2.9	739,700	5,766,000	101.30	7.80
14 "	23,000	71,300	3.1	998,200	8,090,000	113.50	8.10
15 "	26,900	83,700	3.1	1,255,500	9,988,000	119.30	8.00
16 "	20,400	63,000	3.1	1,008,000	8,377,000	133.00	8.30
17 "	16,600	48,800	2.9	829,600	7,353,000	150.70	8.90
18 "	9,400	29,000	3.1	522,000	4,552,000	157.00	8.70
19 "	10,300	31,400	3.0	596,600	5,142,000	163.80	8.60
20 "	10,800	31,200	2.9	624,000	5,498,000	176.20	8.80
21 "	7,600	22,600	3.0	474,600	4,109,000	181.80	8.70
22-29 days	45,100	123,500	2.7	3,015,900	27,018,000	218.80	9.00
30-59 "	33,200	80,600	2.4	3,148,200	23,845,000	295.80	7.60
60 days and over	28,200	56,600	2.0	6,731,400	31,845,000	562.60	4.70
Totals	10,473,800	28,084,700	2.7	64,655,400	362,967,000	12.90	5.60
Average length of stay				2.3			

¹ Subject to revision.² Automobiles leaving and returning on the same day.**Note:** Detail based on questionnaire surveys.

TABLE 26. Number of Canadian Automobiles Returning from the United States, classified by Length of Visit and Province of Re-entry, 1967¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1 ² day	1,884,300	1,282,800	3,762,200	183,100	86,400	55,300	1,114,300	8,368,400
2 days	37,400	130,200	254,400	27,300	6,600	5,500	84,600	546,000
3 "	37,700	136,700	165,700	35,100	9,600	9,100	85,200	479,100
4 "	23,500	104,000	107,300	16,400	5,800	6,200	38,200	301,400
5 "	12,400	51,400	52,600	7,800	3,800	4,200	18,100	150,300
6 "	9,500	31,900	29,000	5,400	2,000	2,500	11,200	91,500
7 "	6,200	27,600	17,400	4,400	2,000	1,400	10,000	69,000
8 "	5,500	36,700	19,900	3,000	1,400	2,000	8,100	76,600
9 "	3,700	17,800	14,400	2,600	1,200	1,100	7,100	47,900
10 "	2,500	11,900	13,700	2,000	600	900	6,100	37,700
11 "	2,200	8,000	9,800	1,000	900	700	6,200	28,800
12 "	1,300	7,600	10,900	1,100	400	500	4,500	26,300
13 "	1,000	5,200	6,500	700	400	800	4,700	19,300
14 "	1,300	8,000	7,600	1,100	500	900	3,600	23,000
15 "	900	9,600	9,400	1,100	600	900	4,400	26,900
16 "	600	5,500	8,600	500	400	400	4,400	20,400
17 "	600	3,300	9,300	600	200	200	2,400	16,600
18 "	500	2,000	3,400	400	300	600	2,200	9,400
19 "	500	2,300	4,800	300	300	400	1,700	10,300
20 "	700	1,700	5,700	500	200	300	1,700	10,800
21 "	100	2,200	3,000	500	200	400	1,200	7,600
22-29 days	2,300	12,400	20,800	1,800	900	1,300	5,600	45,100
30-59 "	1,500	7,700	17,100	1,300	1,000	600	4,000	33,200
60 days and over	1,700	4,200	15,600	2,300	1,000	900	2,500	28,200
Totals	2,037,900	1,910,700	4,569,100	300,300	126,700	97,100	1,432,000	10,473,800

¹ Subject to revision.

² Automobiles leaving and returning on the same day.

Source: Detail based on questionnaire surveys.

TABLE 27. Number of Canadian Motorists Returning from the United States, classified by Length of Visit and Province of Residence, 1967¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1 ² day	4,706,200	3,909,400	8,983,500	555,900	256,000	149,800	3,255,500	21,816,300
2 days	106,000	413,600	680,200	88,000	19,800	15,200	229,800	1,552,600
3 "	116,400	456,400	513,700	122,100	34,800	28,300	246,200	1,517,900
4 "	70,200	336,300	301,400	56,200	20,100	18,200	103,800	906,200
5 "	38,800	166,600	140,300	25,400	13,700	12,000	50,000	446,800
6 "	26,100	98,900	78,300	17,000	6,800	8,100	31,300	266,500
7 "	16,500	89,700	46,700	13,300	7,300	4,300	27,800	205,600
8 "	15,800	134,300	59,400	10,300	4,400	5,500	20,500	250,200
9 "	10,500	60,800	42,800	8,100	4,200	2,600	19,800	148,800
10 "	7,500	37,400	35,200	6,200	2,000	2,400	18,400	109,100
11 "	7,000	26,900	26,600	3,000	2,800	2,100	17,100	85,500
12 "	4,300	23,100	33,100	3,200	1,200	1,700	14,000	80,600
13 "	3,200	17,400	16,200	2,400	1,500	2,300	13,900	56,900
14 "	3,400	28,500	19,900	4,000	1,700	2,500	11,300	71,300
15 "	2,700	33,800	25,500	3,800	2,200	3,000	12,700	83,700
16 "	1,900	19,300	24,300	1,500	1,300	1,300	13,400	63,000
17 "	1,500	10,300	27,100	2,000	600	500	6,800	48,800
18 "	1,400	6,900	10,600	1,300	900	2,000	5,900	29,000
19 "	1,100	8,200	13,500	800	1,100	1,300	5,400	31,400
20 "	1,800	5,600	15,200	1,800	600	1,100	5,100	31,200
21 "	300	6,900	7,800	1,900	500	1,300	3,900	22,600
22-29 days	5,600	39,000	52,300	5,300	2,800	3,700	14,800	123,500
30-59 "	4,000	24,300	36,400	3,000	2,600	1,200	9,100	80,600
60 days and over	3,100	9,200	29,600	5,300	2,400	1,900	5,100	56,600
Totals	5,155,300	5,962,800	11,219,600	941,800	391,300	272,300	4,141,600	28,084,700

¹ Subject to revision.² Persons in automobiles leaving and returning on the same day.

Source: Detail based on questionnaire surveys.

TABLE 28. Number and Expenditures of Canadian Travellers Returning from the United States by Plane, Bus, and Rail, classified by Length of Visit, 1967¹

Estimated days stay in the United States	Number of persons	Per cent of total persons	Number of person days	Average stay per person	Estimated expenditures	Average expenditure per person	Average expenditure per person per day
Plane							
1 ² day	32,600	4.1	32,600	1.0	1,447,000	44.40	44.40
2 days	63,400	8.0	126,800	2.0	4,690,000	74.00	37.00
3- 7 days	355,200	44.9	1,577,600	4.4	53,027,000	149.30	33.60
8-14 "	183,100	23.1	1,937,900	10.6	38,562,000	210.60	19.90
15-21 "	88,800	11.2	1,480,400	16.7	24,796,000	279.20	16.70
22 days and over	68,600	8.7	3,204,500	46.7	31,261,000	455.70	9.80
Totals	791,700	100.0	8,359,800	10.6	153,783,000	194.20	18.40
Bus							
1 ² day	49,500	8.6	49,500	1.0	253,000	5.10	5.10
2 days	51,700	9.0	103,400	2.0	1,011,000	19.60	9.80
3- 7 days	252,800	43.8	1,099,900	4.4	14,385,000	56.90	13.10
8-14 "	117,000	20.2	1,204,600	10.3	12,815,000	109.50	10.60
15-21 "	47,700	8.2	803,000	16.8	7,574,000	158.80	9.40
22 days and over	58,700	10.2	2,734,700	46.6	17,900,000	304.90	6.50
Totals	577,400	100.0	5,995,100	10.4	53,938,000	93.40	9.00
Rail							
1 ² day	3,200	2.2	3,200	1.0	77,000	24.10	24.10
2 days	5,600	3.8	11,200	2.0	295,000	52.70	26.30
3- 7 days	77,300	52.4	350,900	4.5	8,224,000	106.40	23.40
8-14 "	28,900	19.6	290,200	10.0	4,756,000	164.60	16.40
15-21 "	11,100	7.5	185,500	16.7	1,431,000	128.90	7.70
22 days and over	21,500	14.5	1,255,300	58.4	8,548,000	397.60	6.80
Totals	147,600	100.0	2,096,300	14.2	23,331,000	158.10	11.10

¹ Subject to revision.

² Persons leaving and returning to Canada on the same day.

Note: Detail based on questionnaire surveys.

SECTION B

TRAVEL BETWEEN CANADA AND OVERSEAS COUNTRIES

INTRODUCTION

The rapid expansion of travel between Canada and overseas countries has made this sector of the travel industry increasingly important. A record 1,112,000 persons were estimated to have travelled between Canada and overseas countries in 1967, representing an increase of 21.7 per cent over 1966. A breakdown of the overseas travel movement in 1967 shows that visitors to Canada totalled 590,000 and for the first time outnumbered Canadians travelling overseas who reached the 522,000 mark. The expansion in the number of overseas visitors to Canada which was 43.7 per cent and the reduction in the rate of increase for Canadian visits overseas to 3.8 per cent could both be attributed to Centennial Year celebrations.

Travel receipts from overseas visitors reached a new high of \$154 million. This represents a gain of 40.0 per cent over 1966. Travel payments by Canadians in the 1967 overseas account amounted

to \$268 million, a slight decrease of 1.5 per cent compared with 1966. As a result, the deficit on travel account with overseas countries was reduced to \$114 million, the lowest since 1960 and \$48 million less than in 1966. The value of merchandise declared under the customs exemption by Canadians returning from overseas amounted to \$14.3 million and is included in Canadian overseas expenditures. This represents an increase of 4.4 per cent over 1966.

Overseas visitors spent an average of \$193 per person in Canada during Centennial Year. This average excludes fares paid for transoceanic transportation. These visitors remained an average of 17 days, spending \$11.40 per person per day. Canadian travellers, on the other hand, averaged \$382 within overseas countries, remained 26 days and spent \$14.70 per person per day.

STATEMENT 37. Balance of Payments on Travel Account Between Canada and Overseas Countries,¹ 1966 and 1967²

	All overseas countries		United Kingdom		Other sterling area		Other OECD in Europe		All other countries	
	1966	1967	1966	1967	1966	1967	1966	1967	1966	1967
	millions of dollars									
Receipts	110	154	39	40	12	18	36	58	23	38
Payments	272	268	94	88	29	43	120	105	29	32
Net balance	- 162	- 114	- 55	- 48	- 17	- 25	- 84	- 47	- 6	+ 6

¹ Excludes Hawaii.

² Subject to revision.

PART I

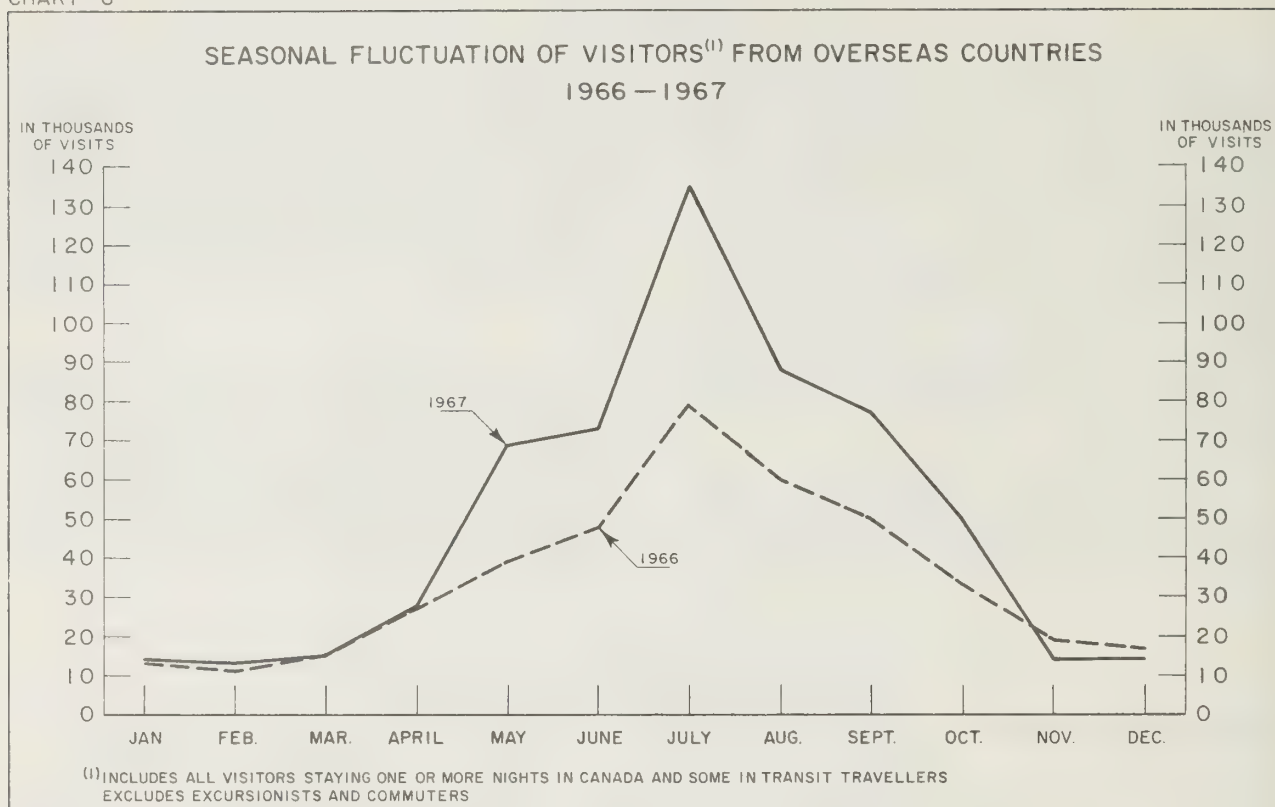
Overseas Visitors in Canada

Numbers and Expenditures

An increase of 43.7 per cent in the number of overseas visitors to Canada marked Centennial Year. Non-immigrants entering both directly and via the United States numbered 590,315 and estimated receipts from these visitors amounted to \$154 million. Receipts in the first and fourth quarters of 1967 stood at \$11 and \$21 million almost unchanged compared with 1966. The second and third quarters showed substantial increases of \$18 million and \$24 million with total spending of \$46 and \$76 million, respectively.

The number of overseas visitors entering Canada is obtained from a frontier check by immigration or customs officials. Beginning in March 1967, an arrival/departure card (IMM 700) was introduced primarily as a control measure to record the entry and departure of visitors. A secondary use of the card is to gather data on the composition of non-immigrant traffic from overseas. The form is completed for persons 18 years of age and over. Children under this age are shown on the form covering the parent on whose passport their names appear. If a child is travelling on his own passport, a sepa-

CHART-6



rate form is required. Information on the month of arrival, port of entry, country of residence, province of destination, and the category to which the arrival is allotted are tabulated from the IMM 700 forms. The figures cross-classified in the statements and tables include all persons entering Canada as non-immigrants with the exceptions of United States residents, crew members on shore leave, students, diplomats, and persons holding courtesy visas. Also

excluded are most persons in transit and persons in Canada for less than 24 hours. Data on the number of entries are released monthly on a special statement "Non-immigrant Visitors Entering Canada from Overseas Countries at Principal Ports of Entry, classified by Country of Residence" (No. 2307-512) and in the monthly publication "Travel between Canada, the United States, and Overseas Countries" (Catalogue No. 66-001).

STATEMENT 38. Expenditures in Canada by Visitors from Overseas Countries,¹ 1963 - 67

Area of residence	1963	1964	1965	1966	1967 ²
millions of dollars					
United Kingdom	28	33	34	39	40
Other sterling area	8	11	9	12	18
Other OECD in Europe	16	17	27	36	58
All other countries	8	11	17	23	38
Totals	60	72	87	110	154

¹ Excludes Hawaii.

² Subject to revision.

Port of Entry

In 1967, ports in Quebec showed substantial increases in the number of overseas visitors entering Canada direct and via the United States. Montreal airport reported 242,044 entries, almost three times the number recorded in the previous year. Normally, arrivals at ports on the International Boundary can be considered as entering via the United States whereas the numbers recorded at air and seaports could include both types of entries. Toronto airport reported 115,402 visitors, an increase of 24.2 per

cent compared with the previous year. Arrivals at Vancouver airport were 50.4 per cent higher in 1967 when entries numbered 24,903.

Overseas visitors entering in the third quarter of the year numbered 301,086, representing an increase of 58.8 per cent over 1966. The second quarter registered a gain of 49.3 per cent with 169,109 visitors, while the first and fourth quarters showed increases of 8.8 and 12.8 per cent, respectively.

STATEMENT 39. Visitors from Overseas Countries Entering Canada¹ at Principal Ports of Entry, Quarterly, 1967

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Selected ports:					
Halifax, N.S. ²	342	1,012	1,468	773	3,595
Lacolle, Que.	2,324	10,965	24,050	4,373	41,712
Montreal Airport, Que.	13,769	68,779	123,865	35,631	242,044
Philipsburg, Que.	596	2,641	6,281	1,281	10,799
Quebec, Que.	81	8,908	6,797	2,690	18,476
Fort Erie, Ont.	1,431	4,841	11,663	2,326	20,261
Niagara Falls, Ont.	2,094	7,748	14,458	3,025	27,325
Sarnia, Ont.	2,484	1,022	1,631	377	5,514
Toronto Airport, Ont.	8,818	35,241	57,434	13,909	115,402
Windsor, Ont.	3,124	3,790	10,141	1,647	18,702
Winnipeg Airport, Man.	92	1,328	4,553	610	6,583
Pacific Highway, B.C.	1,468	1,773	4,211	1,263	8,715
Vancouver Airport, B.C.	2,793	8,078	9,514	4,518	24,903
Totals	39,416	156,126	276,066	72,423	544,031
All other ports	2,585	12,983	25,020	5,696	46,284
Grand totals	42,001	169,109	301,086	78,119	590,315

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

² Includes entries by plane and ship.

Country of Residence

The country of residence is based on the permanent residence of the visitor. Country of residence does **not** necessarily mean the country of birth, nationality, or citizenship.

In 1967, an estimated 180,000 visitors from the United Kingdom entered Canada, an increase of 28.1 per cent compared with 1966. Continental Europe

was the area of origin for 233,506 visitors, most of whom were residents of OECD countries. Arrivals from France numbered 71,909, well over twice the figure in 1966. Entries from West Germany totalled 42,254, up 16.3 per cent over the previous year. Switzerland, and Italy registered significant increases in numbers, 12,382 and 7,619 visitors, respectively. Further detail on overseas visitors by country of residence is presented in table form.

**STATEMENT 40. Visitors¹ from Overseas Countries, classified by Area of Residence,
Quarterly, 1967**

Area of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom ²	10,705	54,361	94,281	20,653	180,000
Other Commonwealth countries	4,598	15,221	28,827	9,268	57,914
OECD in Europe	15,304	63,879	116,567	26,781	222,531
Other European countries	1,516	3,420	3,680	2,359	10,975
Africa	646	3,174	5,206	1,635	10,661
Other Asia	4,335	13,279	20,313	7,530	45,457
Other South America	2,012	7,368	17,164	3,899	30,443
All other countries	2,885	8,407	15,048	5,994	32,334
Totals	42,001	169,109	301,086	78,119	590,315

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

² Estimated by DBS.

Immigration Categories

Statement 41 presents a summary of the immigration categories of non-immigrant arrivals from overseas countries. The largest group is the tourist and visitor class which would include all persons entering Canada for recreation purposes, to visit friends and relatives, and for purposes other than the categories of workers, in transit, entertainers, and seamen. The group "other" includes those non-immigrants entering for medical treatment and religious personnel. The analysis on purpose of trip derived from the questionnaire survey gives a further breakdown of the broad immigration category "tourists and visitors".

During April to December 1967, a total of 476,735 non-immigrant arrivals from overseas coun-

tries were estimated as tourists or visitors. Some 48,542 persons entered Canada as temporary or seasonal workers. This group includes persons entering for the temporary exercise of their calling, e.g. business trips. Also included are seasonal workers such as tobacco, potato, and fruit pickers, harvesters, etc.

The "in transit" category includes overseas residents travelling through Canada to the United States or other countries. This group made up 1.7 per cent of the total or 9,556 persons during the nine-month period. Entertainers documented at the border numbered 7,153 and seamen entering Canada to form a crew but not for the purpose of shore leave amounted to 5,681.

**STATEMENT 41. Visitors¹ from Overseas Countries, Classified by Area of Residence
and Immigration Categories, April to December, 1967**

Area of residence	Tourists and visitors	Temporary and seasonal workers	In transit and seamen	Enter- tainers	Other	Total
United Kingdom	149,674	16,574	1,744	1,202	101	169,295
Other Commonwealth countries	47,022	4,665	663	849	117	53,316
OECD in Europe	180,988	18,626	5,263	2,102	248	207,227
Other European countries	2,939	307	6,082	113	18	9,459
Africa	8,568	1,028	99	284	36	10,015
Other Asia	35,147	5,370	454	95	56	41,122
Other South America	26,012	898	293	1,200	28	28,431
All other countries	26,385	1,074	639	1,308	43	29,449
Totals	476,735	48,542	15,237	7,153	647	548,314

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

Questionnaire Survey of Overseas Visitors in Canada

A specially designed questionnaire is distributed to overseas visitors entering Canada, either direct or via the United States, at the point of entry. Information obtained from this questionnaire is presented in this section. In previous years, data on direct entries only were shown. For the year 1967 both categories are included in the text and statements for this sector of travel. The estimates of

expenditures and travel characteristics obtained from the survey are weighted to known traffic densities and stratifications.

Data on the **province of destination** of overseas visitors are derived from the question, "What was your main destination in Canada". Questionnaires from respondents reporting more than one destination are shown under the heading "touring".

**STATEMENT 42. Province of Destination reported by Visitors from Overseas Countries,¹
classified by Area of Residence, 1967**

Area of residence	Atlantic Provinces	Quebec	Ontario	Manitoba and Saskat- chewan	Alberta	British Columbia ²	Touring ³
	per cent						
United Kingdom	0.8	31.7	45.4	2.0	2.9	10.4	6.8
OECD in Europe.....	0.2	67.8	18.0	0.8	2.1	4.7	6.4
France	--	88.2	4.2	0.1	0.8	0.4	6.3
Germany	0.1	54.6	29.8	1.8	3.8	5.7	4.2
Netherlands, The	0.9	33.2	32.7	1.3	7.5	12.0	12.4
Scandinavian countries ⁴	0.8	48.9	24.3	1.6	4.0	13.2	7.2
Other OECD countries	--	69.2	19.5	0.6	0.6	4.3	5.8
Other Commonwealth countries	--	56.7	20.2	1.7	1.8	9.2	10.4
All other countries	0.2	70.0	10.2	0.5	2.6	7.0	9.5
Grand totals	0.4	56.2	24.8	1.2	2.4	7.4	7.6

¹ Visitors entering both direct and via the United States.

² Includes destinations in the Yukon and Northwest Territories.

³ Persons stating two or more provinces of destination.

⁴ Denmark, Norway, and Sweden.

During 1967, the majority (56.2 per cent) of the overseas visitors gave Quebec as their main destination, followed by Ontario with 24.8 per cent, British Columbia with 7.4 per cent, the Prairie Provinces with 3.6 per cent, and the Atlantic Provinces with 0.4 per cent. The percentage distribution by province varied greatly depending on the country or area of residence. For example, of the visitors with residence within OECD countries in Europe 67.8 per cent gave destinations in Quebec and 18.0 per cent Ontario. Arrivals from France influenced the proportion for Quebec with 88.2 per cent giving this province as their destination. Of the visitors from the United Kingdom, 45.4 per cent were destined to Ontario and 31.7 per cent specified Quebec.

The documentation of arrivals from overseas countries at point of entry lists the reason for the visit to Canada under several categories including one for the "tourist and visitor" and another for those considered visiting on business. The questionnaire survey provides added information on **purpose of trip** of the tourist and visitor, that is, the breakdown between persons on holiday or other

recreation and those visiting friends or relatives. The immigration categories are tabulated from the form IMM 700, a required documentation of individuals, while response to the questionnaire survey is voluntary. A comparison of the two methods shows that there is proportionality in the reasons for visiting Canada. During the period April to December 1967, the category tourists and visitors formed 86.9 per cent of the aggregate while those who specified holiday and visits to friends or relatives in the questionnaire survey made up 86.7 per cent of the response. Similarly, 11.2 per cent of the entries were documented as temporary or seasonal workers, entertainers, or seamen which can be considered as business and compared with the 11.4 per cent of the response who specified business trips including government service. The residual groups accounted for 1.9 per cent of both the documentations and the survey. During the same nine-month period, the response to the questionnaire survey showed that 52.9 per cent of the total gave holiday, vacation, or other recreation as their main reason for visiting Canada while 33.8 per cent indicated visits to friends or relatives.

Including the first quarter of 1967 in the analysis of the questionnaire survey, an increase is shown in the proportion of business trips and visits to friends or relatives. Business trips were reported by 13.5 per cent and visits to friends or relatives by 36.0 per cent of the response. Holiday or recreation accounted for 48.2 per cent and other purposes 2.3 per cent. Purpose of trip varied according to area of residence. Residents of the United Kingdom came to Canada mainly to visit friends or relatives (53.2 per cent), while holiday and business trips made up 34.1 and 10.3 per cent, respectively. Almost 50 per cent of the visitors from European countries within the OECD travelled to Canada for a holiday, while 32.2 per cent visited friends or relatives, and 15.5 per cent entered on business trips. Response to the survey shows that recreation or holiday (54.3 per cent) was the main reason residents from other Commonwealth countries visited Canada. Visits to friends or relatives accounted for 31.8 per cent and business trips 11.6 per cent of the residents from this area. About 63 per cent of the visitors from all

other countries gave holiday as their purpose of trip, 21 per cent visited friends or relatives, and 15 per cent were on business trips.

The **length of stay** for overseas visitors in Canada is estimated on the basis of the questionnaire survey. The respondent is asked the number of nights spent in Canada on this trip. From this information the number of nights stay is tabulated and the data are weighted to known traffic densities by country of residence.

The average nights stay in Canada for overseas visitors was 16 nights in 1967. Overseas visitors arriving direct to Canada stayed an average of 21 nights, almost twice as long as the time spent by those entering via the United States, 11 nights. In 1966, visitors entering direct showed an average of 25 nights stay in Canada. The total nights spent in Canada by overseas visitors were estimated at 9.2 million in 1967.

STATEMENT 43. Average Length of Stay¹ reported by Visitors² from Overseas Countries, Quarterly, by Area of Residence, 1967

Area of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of nights				
United Kingdom	16.3	17.5	23.1	17.6	20.4
OECD in Europe	12.9	10.9	19.4	13.6	15.8
France	7.3	8.7	14.5	10.0	12.5
Germany	16.2	12.8	21.7	17.6	18.0
Netherlands, The	17.5	15.8	33.5	28.3	24.9
Scandinavian countries ³	13.4	10.2	16.3	11.6	13.2
Other OECD countries	12.6	9.7	21.6	11.3	16.1
Other Commonwealth countries	14.1	10.3	14.0	17.4	13.6
All other countries	9.1	8.0	10.3	10.1	9.5
Grand totals	12.8	12.3	18.1	14.1	15.6

¹ Excluding time spent in the United States.

² Visitors entering both direct and via the United States.

³ Denmark, Norway, and Sweden.

TABLE 29. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence, Quarterly, 1967

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom ²	10,705	54,361	94,281	20,653	180,000
Commonwealth countries (n.e.s.)	4,598	15,221	28,827	9,268	57,914
Australia	1,649	4,377	5,607	2,509	14,142
Bahamas	80	367	1,187	230	1,864
Barbados	128	641	1,659	334	2,762
Bermuda	257	611	2,417	634	3,919
Guyana	201	403	1,122	308	2,034
Hong Kong	203	1,041	1,807	944	3,995
India	622	2,385	3,398	1,271	7,676
Jamaica	609	1,904	5,182	1,058	8,753
New Zealand	436	1,706	2,111	878	5,131
Pakistan	110	394	521	202	1,227
Trinidad and Tobago	303	1,392	3,816	900	6,411
OECD in Europe	15,304	63,879	116,567	26,781	222,531
Austria	377	2,280	2,549	620	5,826
Belgium	674	2,255	6,661	811	10,401
Denmark	605	1,890	2,273	839	5,607
Finland	263	1,451	1,209	309	3,232
France	3,238	17,291	45,641	5,739	71,909
Germany (West)	3,396	13,333	20,104	5,421	42,254
Greece	412	1,117	1,807	1,341	4,677
Ireland (Republic)	370	1,221	2,630	613	4,834
Italy	1,116	4,360	8,604	3,308	17,388
Netherlands, The	1,586	7,410	8,459	2,004	19,459
Norway	704	1,730	1,779	1,056	5,269
Portugal	299	572	870	280	2,021
Spain	600	984	1,809	576	3,969
Sweden	765	1,836	2,789	1,083	6,473
Switzerland	899	6,149	9,383	2,781	19,212
Europe (n.e.s.)	1,516	3,420	3,680	2,359	10,975
Czechoslovakia	314	292	674	56	1,336
Poland	200	1,315	813	1,231	3,559
U.S.S.R.	575	954	980	830	3,339
Yugoslavia	133	182	125	40	480
Other European countries	294	677	1,088	202	2,261
Africa	646	3,174	5,206	1,635	10,661
Asia (n.e.s.)	4,335	13,279	20,313	7,530	45,457
China (Republic)	77	80	150	71	378
Formosa	287	508	842	269	1,906
Israel	615	2,030	4,198	1,559	8,402
Japan	2,393	5,425	7,918	3,243	18,979
Philippines	157	2,217	1,977	695	5,046
Other Asian countries	806	3,019	5,228	1,693	10,746
Central America	1,508	6,460	9,580	4,907	22,455
Mexico	1,029	5,592	7,993	4,488	19,102
Other Central American countries	479	868	1,587	419	3,353
South America (n.e.s.)	2,012	7,368	17,164	3,899	30,443
Argentina	615	1,358	2,003	745	4,721
Brazil	345	1,602	4,216	835	6,998
Colombia	108	861	1,775	406	3,150
Venezuela	234	1,314	4,703	911	7,162
Other South American countries	710	2,233	4,467	1,002	8,412
West Indies (n.e.s.)	752	1,509	4,652	820	7,733
Other countries	625	438	816	267	2,146
Grand totals	42,001	169,109	301,086	78,119	590,315

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

² Estimated by DBS.

TABLE 30. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence and Immigration Category, April to December, 1967

Country of residence	Tourists and visitors	Temporary and seasonal workers	In transit	Entertainers	Seamen	Other	Total
United Kingdom ²	149,674	16,574	897	1,202	847	101	169,295
Commonwealth countries (n.e.s.)	47,022	4,665	251	849	412	117	53,316
Australia	10,863	1,383	64	166	12	5	12,493
Bahamas	1,673	77	7	22	3	2	1,784
Barbados	2,209	326	18	66	10	5	2,634
Bermuda	3,393	169	4	75	1	20	3,662
Guyana	1,742	66	3	13	3	6	1,833
Hong Kong	3,339	211	19	6	179	38	3,792
India	6,277	531	31	45	157	13	7,054
Jamaica	6,977	939	24	179	12	13	8,144
New Zealand	4,239	308	46	91	5	6	4,695
Pakistan	983	116	8	—	9	1	1,117
Trinidad and Tobago	5,327	539	27	186	21	8	6,108
OECD in Europe	180,988	18,626	2,092	2,102	3,171	248	207,227
Austria	4,596	576	140	127	9	1	5,449
Belgium	8,085	1,402	64	152	19	5	9,727
Denmark	3,986	620	71	98	227	—	5,002
Finland	2,658	215	15	57	24	—	2,969
France	62,580	5,068	440	446	48	89	68,671
Germany (West)	34,848	3,318	268	163	253	8	38,858
Greece	2,870	416	121	147	698	13	4,265
Ireland (Republic)	3,987	340	33	49	47	8	4,464
Italy	13,667	1,624	124	512	259	86	16,272
Netherlands, The	16,034	1,408	230	20	170	11	17,873
Norway	1,984	1,103	305	13	1,155	5	4,565
Portugal	1,489	131	29	30	27	16	1,722
Spain	2,872	262	107	16	108	4	3,369
Sweden	4,433	1,042	63	47	123	—	5,708
Switzerland	16,899	1,101	82	225	4	2	18,313
Europe (n.e.s.)	2,939	307	5,365	113	717	18	9,459
Czechoslovakia	308	56	46	7	603	2	1,022
Poland	178	33	3,113	8	22	5	3,359
U.S.S.R.	554	96	2,040	37	35	2	2,764
Yugoslavia	145	38	111	17	32	4	347
Other European countries	1,754	84	55	44	25	5	1,967
Africa	8,568	1,028	56	284	43	36	10,015
Asia (n.e.s.)	35,147	5,370	245	95	209	56	41,122
China (Republic)	259	14	—	—	21	7	301
Formosa	1,453	111	4	2	43	6	1,619
Israel	7,381	281	61	28	33	3	7,787
Japan	12,353	4,068	65	30	58	12	16,586
Philippines	4,584	255	14	4	24	8	4,889
Other Asian countries	9,117	641	101	31	30	20	9,940
Central America	19,333	583	172	746	101	12	20,947
Mexico	16,752	502	136	627	45	11	18,073
Other Central American countries	2,581	81	36	119	56	1	2,874
South America (n.e.s.)	26,012	898	251	1,200	42	28	28,431
Argentina	3,706	148	32	208	10	2	4,106
Brazil	6,146	198	65	238	—	6	6,653
Colombia	2,706	103	26	195	2	10	3,042
Venezuela	6,564	139	38	183	3	1	6,928
Other South American countries	6,890	310	90	376	27	9	7,702
West Indies (n.e.s.)	5,743	462	63	559	128	26	6,981
Other countries	1,309	29	164	3	11	5	1,521
Grand totals	476,735	48,542	9,556	7,153	5,681	647	548,314

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

² Estimated by DBS.

PART II

Canadian Travel in Overseas Areas

Numbers and Expenditures

Residents of Canada returning from overseas countries numbered 522,076 in 1967, an increase of 3.8 per cent over the previous year. The rate of increase in numbers was less pronounced than the gains of 17 per cent in 1965 and 10 per cent in 1966. Net expenditures of Canadian travellers overseas were estimated at \$268 million in 1967, a decrease of \$4 million or 1.5 per cent compared with the preceding year. This figure includes \$68.8 million in oceanic transportation fares paid to overseas carriers but excludes payments of \$12.7 million to United States and \$105.7 million to Canadian carriers, as well as expenditures in Hawaii. Gross expenditures by Canadians travelling overseas amounted to \$387 million. The average outlay per trip to overseas countries was \$741 in 1967 compared with \$768 in the previous year.

A total of 437,076 residents returned direct to Canada during the year, 3.3 per cent more than in 1966. Net expenditures by direct re-entries were estimated at \$212 million, a decline of 4.5 per cent. An estimated 85,000 Canadians returned from overseas countries via the United States and their payments totalled \$56 million in 1967. This represents an increase of 6.2 per cent in numbers and 12.0 per cent in expenditures over 1966.

Canadians returning direct from overseas in the first quarter of 1967 numbered 99,160, in the second 110,208, in the third 150,854, and in the fourth quarter 76,854. An estimated 23,000 residents returned via the United States in the first quarter, 19,000 in the second, 26,000 in the third and 17,000 in the fourth quarter of the year.

STATEMENT 44. Expenditures of Canadians Travelling to Overseas Areas,¹ 1963 - 67

Overseas area	1963	1964	1965	1966	1967
	millions of dollars				
United Kingdom	70	80	89	94	88
Other sterling areas	21	23	27	29	43
Other OECD in Europe	86	105	106	120	105
All other countries	20	23	26	29	32
Totals	197	231	248	272	268

¹ Excludes Hawaii.

Port of Re-entry

The numbers of Canadians returning direct from overseas countries are tabulated from reports submitted by customs and immigration officials. Residents are counted at the point of re-entry to Canada and from the name of the port some distinction between air and sea travel can be established as is evident in Statement 45. The category "all other ports" is made up mainly of airports but does include some seaports. Due to the small and ever-decreasing number of Canadians returning from overseas by sea, the analysis by type of transportation is no longer made. The figures presented in the statement include some military personnel and dependents especially at Trenton, Ontario.

The proportion of Canadians returning direct at major airports was 94 per cent of the total compared with 88 per cent in 1963. Re-entries at main airports

totalled 409,891, some 3.5 per cent more than 1966. Many airports showed decreases in numbers in 1967 but these were offset by the increases at Toronto, Edmonton, and Vancouver airports. Canadians returning direct at Montreal decreased by 10.5 per cent compared with 1966 but the numbers were 19.8 and 9.2 per cent higher at Toronto and Vancouver airports in 1967.

Re-entries at the specified seaports have been decreasing during the past five years and in 1967 amounted to about 4 per cent of the total volume compared with 10 per cent in 1963. A total of 17,291 Canadians returned direct at the four main seaports in 1967, an increase of 219 persons or 1.3 per cent. The seaports of Quebec and Vancouver recorded increases of 8.0 and 1.8 per cent, respectively, in comparison with 1966.

**STATEMENT 45. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, 1963-67**

Port of re-entry	1963	1964	1965	1966	1967
Airports:					
Gander, Nfld.	5,421	4,537	3,139	4,793	4,903
Halifax, N.S.	7,610	7,673	9,854	10,424	7,113
Sydney, N.S.	1,111	695	1,371	1,344	947
Montreal, Que.	105,399	119,866	139,025	162,398	145,371
Ottawa, Ont.	2,145	5,194	3,265	4,292	5,038
Toronto, Ont.	77,578	89,839	115,200	125,895	150,799
Trenton, Ont.	10,941	16,024	27,988	23,957	27,483
Winnipeg, Man.	5,726	8,285	8,044	7,897	7,222
Calgary, Alta.	1,350	3,193	5,142	7,302	4,601
Edmonton, Alta.	6,694	8,572	7,442	3,906	8,789
Vancouver, B.C.	23,652	26,616	33,211	43,631	47,625
Totals	247,627	290,494	353,681	395,839	409,891
Seaports:					
Halifax, N.S.	2,295	2,186	1,768	2,048	1,268
Saint John, N.B.	233	77	70	63	7
Quebec, Que. ¹	23,786	18,891	17,398	12,627	13,639
Vancouver, B.C.	2,160	2,529	2,270	2,334	2,377
Totals	28,474	23,683	21,506	17,072	17,291
All other ports	5,956	8,468	11,163	10,014	9,894
Grand totals	282,057	322,645	386,350	422,925	437,076

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

Source: Frontier check by Customs and Immigration officials.

**STATEMENT 46. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, Quarterly, 1967**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Airports:					
Gander, Nfld.	706	1,441	1,955	801	4,903
Halifax, N.S.	1,701	2,161	1,907	1,344	7,113
Sydney, N.S.	37	35	787	88	947
Montreal, Que.	29,330	37,422	50,609	28,010	145,371
Ottawa, Ont.	554	1,783	1,857	844	5,038
Toronto, Ont.	38,903	40,249	51,954	19,693	150,799
Trenton, Ont.	5,276	7,640	7,759	6,808	27,483
Winnipeg, Man.	677	1,891	3,014	1,640	7,222
Calgary, Alta.	969	775	2,123	734	4,601
Edmonton, Alta.	161	1,640	4,806	2,182	8,789
Vancouver, B.C.	17,951	9,373	12,453	7,848	47,625
Totals	96,265	104,410	139,224	69,992	409,891
Seaports:					
Halifax, N.S.	441	255	186	386	1,268
Saint John, N.B.	—	—	—	7	7
Quebec, Que. ¹	—	3,408	6,703	3,528	13,639
Vancouver, B.C.	1,078	629	231	439	2,377
Totals	1,519	4,292	7,120	4,360	17,291
All other ports	1,376	1,506	4,510	2,502	9,894
Grand totals	99,160	110,208	150,854	76,854	437,076

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

Source: Frontier check by Customs and Immigration officials.

Questionnaire Survey of Canadian Travellers in Overseas Areas

A questionnaire is distributed to a sample of Canadians returning from overseas countries both directly and via the United States at the point of re-entry to Canada. Information obtained from this questionnaire is presented in this section. In previous reports this information was shown separately for both re-entries direct and those via the United States. In this report the two categories are integrated in the text and statements but are shown in detail in the tables.

Data on the **province of residence** of Canadians returning from overseas countries are tabulated from the question "City or town and province in which you reside". In 1967, Ontario was the province of residence of 47.3 per cent of the Canadians re-entering from overseas compared with 44.1 per cent in 1966. The percentage of Quebec residents returning was 23.4 per cent, down from 28.8 per cent the previous year. The percentage distributions in

the statement are used as the basis for estimates of the number of residents of each province returning from overseas visits in 1967. The estimates show Atlantic Provinces with 18,000; Quebec, 122,000; Ontario, 247,000; Manitoba, Saskatchewan and Alberta, 61,000; and British Columbia, 74,000; for a rounded total of 522,000 persons. These figures can be compared with the revised estimates for 1966 which show 23,000 for the Atlantic Provinces; 145,000 for Quebec; 222,000 for Ontario; 46,000 for the Prairie Provinces; and 67,000 for British Columbia; giving a rounded total of 503,000 persons.

The results from tabulation of answers to the question on **area of destination** of Canadians returning from overseas trips are illustrated in Statement 47. Most of the data are presented by area since many Canadians who travel to Europe visit several countries during one trip. Travellers who visited more than one area of destination are included in the figures for "all other countries".

STATEMENT 47. Canadians Returning¹ from Overseas Countries, classified by Area of Destination and Province of Residence, 1967

Area of destination	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
United Kingdom.....	4.4	16.3	55.1	12.3	11.9	100.0
United Kingdom and other European countries.....	6.5	15.3	51.4	12.3	14.5	100.0
Other European countries	2.0	31.0	49.9	9.2	7.9	100.0
Bermuda and Carribean	4.1	34.9	52.5	4.0	4.5	100.0
Hawaii	0.3	1.1	13.9	28.2	56.5	100.0
Mexico	1.6	25.0	34.5	18.5	20.4	100.0
All other countries	1.6	26.2	36.2	15.2	20.8	100.0
Totals.....	3.5	23.4	47.3	11.7	14.1	100.0

¹ Residents returning both direct and via the United States.

STATEMENT 48. Destination reported by Canadians Returning¹ from Overseas Countries, Quarterly, 1967

Area of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
United Kingdom only	7.7	21.3	31.2	15.4	20.5
United Kingdom and other European countries	6.6	17.9	28.3	12.7	17.8
Other European countries	22.6	16.7	19.3	17.4	19.1
Bermuda and Caribbean	26.0	21.2	11.6	29.9	20.6
Hawaii	13.9	5.3	1.0	5.0	5.8
Mexico	13.1	9.7	2.8	9.8	8.2
All other countries	10.1	7.9	5.8	9.8	8.0
Totals.....	100.0	100.0	100.0	100.0	100.0

¹ Residents returning both direct and via the United States.

In 1967, the majority or 57 per cent of the respondents returning direct and via the United States reported trips to European countries. This proportion is lower than the 67 per cent recorded in 1966. The areas of Bermuda, the Caribbean, Hawaii and Mexico showed an increase in the proportion of travellers, with some 35 per cent as compared to 26 per cent in the previous year. From the distribution the numbers of persons visiting each area can be estimated. In 1967, 107,000 of the Canadians returning from overseas countries visited the United Kingdom only; 93,000 persons travelled to the United Kingdom and other European countries; 100,000 to Continental European countries only; about 107,000 to Bermuda and the Caribbean; 30,000 to Hawaii; 43,000 to Mexico; and 42,000 to all other countries for a rounded total of 522,000 persons.

Many Canadians returning from Europe visit more than one country, therefore, one **person** can make several **visits**. Estimates from the questionnaire survey show the number of visits to countries within Europe. A total of 300,000 **persons** made 675,000 **visits** to the combined areas of United Kingdom only, United Kingdom and other European countries, or countries in Continental Europe only in 1967. This can be compared to 336,000 **persons** and 757,000 **visits** in 1966. The visits for the two years are distributed by selected countries as follows:

Country visited	1966	1967
	number of visits	
United Kingdom	222,000	200,000
France	90,000	76,000
Germany	79,000	67,000
Netherlands	61,000	59,000
Switzerland	56,000	48,000
Italy	50,000	40,000
Austria	38,000	37,000
Scandinavia	38,000	32,000
Belgium	33,000	26,000
Other European	90,000	90,000
Total visits	757,000	675,000

It should be noted that while only one visit to a country is reported by the respondent to the questionnaire survey, it is possible for that person to cross the frontier of an individual country more than once. The numbers of visits by country as estimated from the survey are minimal and would not necessarily correspond with the frontier counts of the countries specified.

The questionnaires distributed to Canadians returning from overseas countries give information on **purpose of trip**. The respondent is asked to choose between six main categories; business, formal study, health, holiday (include vacation and other recreation), visiting friends or relatives, and other purposes (please specify). In some cases, the respondents gave more than one main reason for visiting overseas countries. These replies were weighted and combined in the compilation.

According to the survey, Canadians travelled to overseas countries mainly for recreation and holiday. In 1967, respondents reporting this purpose accounted for 55.9 per cent of the total compared with 52.1 per cent in 1966. Comparing the two years, visiting friends or relatives received 31.8 per cent in 1967 and 36.0 per cent in 1966. There were more business trips overseas in 1967, 10.5 per cent of the total compared with 9.9 per cent in 1966. On a quarterly basis, recreation trips overseas were most popular during the first, second, and fourth quarters of the year while visiting friends or relatives was specified more frequently in the third quarter of 1967.

Trips to visit friends or relatives show higher percentages for Canadians returning from the United Kingdom only, (57.7 per cent) and other European countries only, (56.2 per cent). Joint visits to the United Kingdom and other European countries were mainly for holiday and recreation (53.9 per cent). This reason was reported by most Canadians visiting Bermuda and the Caribbean, Hawaii, and Mexico. Between 85 and 90 per cent of these persons reported recreation and holiday as the purpose of trip.

STATEMENT 49. Purpose of Trip reported by Canadians Returning¹ from Overseas Countries, classified by Area of Destination, 1967

Area of destination	Business	Holiday and recreation	Visiting friends or relatives	Other	Total
	per cent				
United Kingdom	8.1	33.2	57.7	1.0	100.0
United Kingdom and other European countries.....	17.6	53.9	27.7	0.8	100.0
Other European countries	11.6	30.3	56.2	1.9	100.0
Bermuda and Caribbean	6.2	85.3	6.4	2.1	100.0
Hawaii	2.4	88.2	5.2	4.2	100.0
Mexico	4.0	87.6	5.4	3.0	100.0
All other countries	21.6	48.4	27.5	2.5	100.0
Totals	10.5	55.9	31.8	1.8	100.0

¹ Residents returning both direct and via the United States.

The **length of stay** for Canadians returning from overseas countries is also obtained from the questionnaire survey. The respondent is asked to report the number of nights spent in each area or country visited. From this information the number of nights stay is derived and the data are weighted to known traffic densities. The average length of stay in nights is presented by quarters and by area visited in Statement 50.

In 1967, the average nights stay for Canadians visiting the United Kingdom only, was 26 nights

while visits to the United Kingdom and other European countries averaged 34 nights. The averages in both cases were somewhat longer than in 1966. The response to the questionnaires shows that Canadians visiting other European countries only, remained 28 nights on the average. The average time spent in Bermuda and the Caribbean was 12 nights, while trips to Hawaii and Mexico were an average of 20 and 16 nights, respectively. From the averages, the total nights spent by Canadians in overseas countries in 1967 were estimated at 12,893,000, an average stay of 25 nights.

STATEMENT 50. Average Length of Stay¹ reported by Canadians Returning² from Overseas Countries, Quarterly, by Area of Destination, 1967

Area of destination	Returning to Canada during the				
	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	number of nights				
United Kingdom only	21.4	23.7	28.0	28.3	26.3
United Kingdom and other European countries	29.2	34.1	33.5	41.6	34.3
Other European countries only	29.5	25.0	29.6	27.4	28.2
Bermuda and Caribbean	12.3	11.0	13.9	10.4	11.8
Hawaii	20.0	21.9	18.1	15.9	19.7
Mexico	13.5	19.5	21.3	12.5	15.9
All other countries	26.8	40.2	44.2	36.2	36.4
Totals.....	20.7	23.9	28.9	23.1	24.7

¹ Excluding time spent en route in the United States.

² Residents returning both direct and via the United States.

TABLE 31. Canadians Returning from Overseas Countries, classified by Area of Destination and Province of Residence, 1967

Area of destination	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
Returning direct to Canada:						
United Kingdom only	4.5	16.4	54.2	12.7	12.2	100.0
United Kingdom and other European countries	7.2	16.0	51.6	11.4	13.8	100.0
Other European countries	1.8	31.9	49.2	9.6	7.5	100.0
Bermuda and Caribbean	4.7	37.0	53.0	2.7	2.6	100.0
Hawaii	0.3	0.8	11.0	27.8	60.1	100.0
Mexico	0.8	27.0	39.2	14.5	18.5	100.0
All other countries	2.3	34.7	33.3	12.7	17.0	100.0
Totals	3.9	24.2	48.1	10.8	13.0	100.0
Returning via the United States:						
United Kingdom only	1.8	13.9	76.0	3.5	4.8	100.0
United Kingdom and other European countries	1.3	9.6	49.8	19.2	20.1	100.0
Other European countries	6.2	13.9	62.7	2.1	15.1	100.0
Bermuda and Caribbean	1.5	26.6	50.5	9.2	12.2	100.0
Hawaii	—	3.0	30.2	30.1	36.7	100.0
Mexico	3.4	20.3	23.4	27.9	25.0	100.0
All other countries	1.2	21.2	37.9	16.7	23.0	100.0
Totals	1.8	19.2	43.3	16.1	19.6	100.0

Source: Continuous questionnaire survey.

TABLE 32. Canadians Returning from Overseas Countries, classified by Area of Destination and Province of Residence, 1966 (Revised)

Area of destination	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia	Canada
	per cent					
Returning direct ^r to Canada:						
United Kingdom only	5.0	16.5	59.0	7.7	11.8	100.0
United Kingdom and other European countries	7.8	26.2	46.5	8.8	10.7	100.0
Other European countries	2.6	43.2	39.5	7.8	6.9	100.0
Bermuda and Caribbean	9.7	34.1	52.7	2.4	1.1	100.0
Hawaii	0.5	3.8	4.5	23.1	68.1	100.0
Mexico	0.6	34.4	33.9	14.0	17.1	100.0
All other countries	2.2	40.5	33.0	9.7	14.6	100.0
Totals	5.0	28.3	45.4	8.6	12.7	100.0
Returning via the United States:						
United Kingdom only	1.4	24.6	52.2	11.6	10.2	100.0
United Kingdom and other European countries	0.7	21.6	46.0	13.7	18.0	100.0
Other European countries	2.6	34.2	53.0	5.1	5.1	100.0
Bermuda and Caribbean	4.2	44.1	33.1	8.3	10.3	100.0
Hawaii	1.2	18.6	19.8	20.9	39.5	100.0
Mexico	2.2	14.7	42.2	17.8	23.1	100.0
All other countries	1.9	30.9	33.8	15.0	18.4	100.0
Totals	2.5	30.5	37.7	12.8	16.5	100.0

Source: Continuous questionnaire survey.

TABLE 33. Destination reported by Canadians Returning from Overseas Countries, 1963 - 67

Area of destination	1963	1964	1965	1966	1967
	per cent				
Returning direct to Canada:					
United Kingdom only	27.7	25.1	25.0	27.6	23.5
United Kingdom and other European countries	22.1	23.9	22.8	22.0	18.8
Other European countries	22.3	25.3	24.0	25.2	21.7
Bermuda and Caribbean	14.0	11.9	13.2	11.3	19.6
Hawaii	4.1	4.2	6.2	6.0	5.9
Mexico	4.8	5.3	4.6	4.0	6.9
All other countries	5.0	4.3	4.2	3.9	3.6
Totals	100.0	100.0	100.0	100.0	100.0
Returning via the United States:					
United Kingdom only	4.3	5.4	6.7	4.9	4.9
United Kingdom and other European countries	9.9	15.2	12.6	10.1	12.7
Other European countries	16.3	14.7	11.0	8.4	5.7
Bermuda and Caribbean	29.7	26.3	23.5	28.5	25.5
Hawaii	4.2	1.9	3.4	5.4	5.4
Mexico	13.8	11.8	15.3	14.9	14.8
All other countries	21.8	24.7	27.5	27.8	31.0
Totals	100.0	100.0	100.0	100.0	100.0

Source: Continuous questionnaire survey.

TABLE 34. Destination reported by Canadians Returning from Overseas Countries, Quarterly, 1967

Area of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	per cent				
Returning direct to Canada:					
United Kingdom only	8.8	24.2	35.1	18.5	23.5
United Kingdom and other European countries	6.9	18.5	29.4	14.0	18.8
Other European countries	27.1	18.8	21.6	19.1	21.7
Bermuda and Caribbean	26.6	21.3	9.0	29.3	19.6
Hawaii	15.1	5.6	0.7	4.4	5.9
Mexico	11.9	7.1	2.3	9.1	6.9
All other countries	3.6	4.5	1.9	5.6	3.6
Totals	100.0	100.0	100.0	100.0	100.0
Returning via the United States:					
United Kingdom only	2.9	5.0	8.7	1.7	4.9
United Kingdom and other European countries	5.6	14.3	21.8	6.8	12.7
Other European countries	2.7	4.6	6.0	10.3	5.7
Bermuda and Caribbean	23.3	20.5	26.6	32.5	25.5
Hawaii	8.5	3.5	2.7	7.7	5.4
Mexico	18.5	24.7	5.4	12.8	14.8
All other countries	38.5	27.4	28.8	28.2	31.0
Totals	100.0	100.0	100.0	100.0	100.0

Source: Continuous questionnaire survey.

TABLE 35. Purpose of Trip reported by Canadians Returning from Overseas Countries, classified by Area of Destination, 1967

Area of destination	Business	Holiday and recreation	Visiting friends or relatives	Other	Total
	per cent				
Returning direct to Canada:					
United Kingdom only	7.2	33.0	58.8	1.0	100.0
United Kingdom and other European countries	17.1	54.3	27.8	0.8	100.0
Other European countries	11.1	30.1	57.1	1.7	100.0
Bermuda and Caribbean	5.2	86.0	6.6	2.2	100.0
Hawaii	2.1	88.5	4.5	4.9	100.0
Mexico	4.5	89.1	3.9	2.5	100.0
All other countries	23.9	45.5	28.4	2.2	100.0
Totals	9.6	54.4	34.3	1.7	100.0
Returning via the United States:					
United Kingdom only	31.6	38.7	29.7	—	100.0
United Kingdom and other European countries	21.5	51.0	26.8	0.7	100.0
Other European countries	20.6	34.0	39.6	5.8	100.0
Bermuda and Caribbean	10.1	82.4	5.6	1.9	100.0
Hawaii	4.3	86.4	9.3	—	100.0
Mexico	2.6	84.1	9.1	4.2	100.0
All other countries	20.2	50.1	27.0	2.7	100.0
Totals	14.9	64.0	18.7	2.4	100.0

Source: Continuous questionnaire survey.

TABLE 36. Purpose of Trip reported by Canadians Returning from Overseas Countries, Quarterly, 1967

Period of re-entry	Business	Holiday and recreation	Visiting friends or relatives	Other	Total
	per cent				
Returning direct to Canada:					
First quarter	8.8	62.6	25.9	2.7	100.0
Second quarter	9.2	58.3	30.1	2.4	100.0
Third quarter	6.1	45.6	47.5	0.8	100.0
Fourth quarter	18.6	55.4	24.6	1.4	100.0
Year	9.6	54.4	34.3	1.7	100.0
Returning via the United States:					
First quarter	13.1	68.9	14.1	3.9	100.0
Second quarter	12.0	68.1	17.8	2.1	100.0
Third quarter	15.2	57.9	25.5	1.4	100.0
Fourth quarter	20.1	62.0	15.8	2.1	100.0
Year	14.9	64.0	18.7	2.4	100.0

Source: Continuous questionnaire survey.

TABLE 37. Average Length of Stay reported by Canadians Returning from Overseas Countries, classified by Area of Destination, 1963-67

Area of destination	1963	1964	1965	1966	1967
	number of nights				
Returning direct to Canada:					
United Kingdom only	33.4	31.0	27.9	24.6	26.7
United Kingdom and other European countries	38.0	40.1	35.0	29.0	32.6
Other European countries	40.4	37.4	31.9	28.6	27.9
Bermuda and Caribbean	15.1	14.7	14.7	12.2	11.9
Hawaii	24.3	18.8	21.2	22.1	20.7
Mexico	16.7	17.7	16.5	17.2	15.0
All other countries	48.2	60.0	36.1	30.6	36.5
Totals	33.0	32.9	27.4	24.8	24.3
Returning via the United States: ¹					
United Kingdom only	37.4	33.6	33.9	26.2	17.5
United Kingdom and other European countries	50.3	49.2	38.8	41.1	47.8
Other European countries	56.3	63.1	36.5	32.2	35.0
Bermuda and Caribbean	9.9	11.3	10.7	10.1	11.4
Hawaii	25.3	20.1	16.5	14.8	14.0
Mexico	18.9	17.4	18.4	16.7	18.2
All other countries	35.5	41.7	32.9	30.1	36.4
Totals	30.1	34.3	25.3	22.6	26.5

¹ Excluding time spent en route in the United States.

Source: Continuous questionnaire survey.

SECTION C

METHODS AND DEFINITIONS ON INTERNATIONAL TRAVEL

METHOD OF COMPILING DATA

The system of recording statistics on international travel between Canada and other countries has been carefully developed over many years with periodic revisions to effect improvement in basic data when this became possible. Statistics on international travel cover many types of travellers, including persons travelling for holiday, vacation or health; whether paying for expensive accommodation or visiting friends or relatives; businessmen and officials; delegates to conventions or conferences; and the many re-entries of summer residents and commuters. Persons travelling in transit through Canada to other countries or over the most direct route between two points in the United States, also those travelling in transit through the United States between two points in Canada are included in the aggregate of crossings. In other words, international travel comprises the travel movement between Canada and all other countries. The following explanation describes in detail the procedures involved in collecting and compiling data on international travel and shows reproductions of the forms in use during 1967.

Statistics on international travel are developed from two sources which can be identified as follows:

- (1) The numbers of travellers crossing Canada's border are obtained from frontier checks or counts conducted by either the Department of National Revenue (Customs and Excise Division) or the Department of Manpower and Immigration. Customs or immigration officials record the number of non-immigrants entering and the number of residents returning from abroad at points of entry to Canada. Where possible, classifications of traffic already in use by Canadian Customs and Immigration officials are employed in recording the volume of travel.
- (2) Continuous questionnaire surveys are used to collect data on expenditures and other information relevant to international travel. These surveys are made possible through the co-operation of the Departments of National Revenue, Manpower and Immigration, as well as the United States Department of Commerce. The questionnaires, which do not identify the respondent, are distributed at points of entry into Canada to travellers on specific dates set out by pre-arranged schedules. Since the response is not controlled due to the voluntary nature of the survey, the results may be subject to response bias unknown in quantity or direction.

The known characteristics of the universe and the estimating procedures used to adjust the sample data, as well as the relationships carried out with existing independent surveys, remove some types of bias.

When estimating receipts and payments on travel account consideration must be given to the fact that there are many kinds of visits involved. For example, there are the casual trips of visitors or

returning residents who may remain for a few hours or less; the family vacations which could involve a stay of two or three weeks; the persons who may stay several months; and also the business trips, conventions and single or group travel for any purpose. Studies conducted over a period of years have established that expenditures tend to follow a pattern from year to year but vary according to the type of transportation used, type of visitors, length of stay, etc. For this reason each type of travel must be treated separately. A simple average applied to such a heterogeneous mass of travellers would give a figure on travel that would be of little value. Since each classification forms a different proportion of the aggregate, it is important that the average expenditure representative for the type of travel be applied to the number of visits within each category. A simple average could be used only if the various classifications were similar in both nature and proportion of the total, but this is not true with travel between Canada and other countries. This means considerable analysis is necessary before the data are released.

Travel with the United States

Persons entering from the United States by all means of transportation are recorded by Customs or Immigration officials and grouped into two broad classifications termed "non-immigrant" arrivals and "returning citizens or residents". Monthly statements of the data are submitted on Form IMM 185 (Form J) according to port of entry and type of transportation as follows; aircraft, long distance bus, train, ship or boat, and the main group "highway and ferry" which includes persons entering by automobile, commercial vehicle, local bus, pedestrians, etc. These forms are completed at the point of entry and mailed to the Dominion Bureau of Statistics where they are tabulated by the Travel Statistics Section.

Non-immigrant Arrivals from the United States

Automobile traffic plays a very important part as a means of transportation between Canada and the United States and, therefore, is examined in detail and treated separately from other components of the highway and ferry group. Normally, about 80 per cent of the non-immigrant entries arrive in automobiles. Customs and Excise officials at all ports of entry record the number of foreign vehicles and persons entering Canada daily each month and report them on the Monthly Statement Foreign Traffic Entering Canada shown in this report as Form A. This statement when completed shows a daily record of the number of automobiles and motorists by their intended length of stay in categories of same day, staying one night, and staying two or more nights. The numbers of other vehicles and persons, which include entries by bicycle and motorcycle, vehicles used commercially, taxis and pedestrians, are also reported on this statement. This method of reporting

was adopted to replace the "Traveller's Vehicle Permit (E50)" used prior to March 1967 for admitting foreign vehicles into Canada. All ports must forward a copy of this statement to the Dominion Bureau of Statistics at the end of each month.

Estimates of the travel expenditures and other characteristics of the non-resident automobile traffic are obtained from questionnaire surveys carried out in co-operation with the United States Department of Commerce. The heavy volume of traffic involved and the importance of length of stay in Canada have been taken into consideration in establishing sampling procedures for this mode of travel. The United States Department of Commerce sample automobile traffic entering and leaving on the same day and the information on questionnaire BE-536 A, reproduced as Form B, is made available to DBS. United States automobile traffic staying one or more nights is sampled under a co-operative arrangement between the United States Department of Commerce and Dominion Bureau of Statistics. Questionnaire BE-536 B, reproduced as Form C, is distributed on selected dates by Canadian Customs officials to non-resident motorists on arrival in Canada, to be mailed when completed to the United States Department of Commerce. The returned questionnaires are forwarded to DBS for processing which includes editing and coding as well as the stratification, weighting, etc. The tabulations are prepared by electronic processing and copies made available to the Department of Commerce.

Visitors from the United States using transportation other than automobile are recorded at the port of entry according to type of transportation used to enter Canada and reported on IMM 185, shown as Form J. The United States Department of Commerce sample this traffic using questionnaire BE-536, reproduced as Form D, and tabulations of the information collected as well as the returned questionnaires are made available to the Bureau of Statistics. Various adjustments must be made to the data on volume and characteristics shown from the surveys, are weighted to these densities. Some of the adjustments which are necessary to the data on volume are explained in the following text. Many of the non-immigrants entering Canada by rail are travelling on American railroads via the short route between Detroit and Buffalo through southwestern Ontario. Expenditures for this group, who have little or no opportunity to leave the train and spend money in Canada, can be considered negligible. Bus traffic is exclusive of local bus traffic between border communities such as the tunnel buses operating between Windsor and Detroit. Bus passengers travelling across southern Ontario have more opportunity to spend money on Canadian goods and services than the in transit rail passengers and special expenditure rates must be applied to this group.

An adjustment is made on plane traffic for passengers flying in transit between the United States and Alaska. Boat traffic, too, presents a variegated pattern requiring special treatment. Ferry traffic across rivers and other short distances of water

between Canada and the United States is excluded from entries by boat. Data on the number of arrivals by boat consist principally of passengers carried by vessels operating on the Pacific Coast and entries to the Atlantic Provinces, as well as persons entering in private boats. The latter enter mainly in Ontario, are more seasonal in nature and are covered by a special survey referred to as pleasure craft. Customs officials at ports concerned report the number of pleasure craft entering Canada each month by intended length of stay on Form E, "Monthly Statement of Pleasure Craft Entering Canada". Travel trends of the pleasure craft traffic are estimated from the questionnaire Form F, "Pleasure Craft Survey—U.S. Residents". This questionnaire is distributed to a sample of the traffic and returns are mailed to the Dominion Bureau of Statistics for tabulation.

The remainder of the United States residents travelling in Canada are grouped into a residual class called "Other travellers" which includes persons proceeding on foot or by taxi, motorcycle, bicycle, commercial truck, or local bus. This classification is treated separately and a special rate of expenditure per visit is used, which is much lower than the average applied to other types of travel with the possible exception of the in transit category.

In general, the questionnaire data are stratified by month or quarter, province of entry, type of transportation, and intended length of stay. In the case of automobile traffic a more detailed stratification is made for selected ports of entry. When adjustments have been made, the frontier counts or traffic densities are related to the sample data and weighted numbers or inflation factors are applied either by hand or computer tabulation.

Canadians Returning from the United States

The number of Canadians returning from visits to the United States is recorded on Form IMM 185. The principles involved in estimating Canadian travel data are much the same as those described for United States travel in Canada. The **automobile** traffic, cars and persons, is recorded daily by Customs officers at all ports of re-entry according to length of stay and reported to the Dominion Bureau of Statistics at the end of each month on Form H, "Monthly Statement of Canadian Traffic Returning to Canada". A sampling procedure is applied to obtain expenditure rates for Canadian automobiles leaving and returning from the United States on the same day. During the sample period Form G (E60 A) is completed for each vehicle re-entering Canada. **Automobile** traffic staying one or more nights in the United States and the **non-automobile** traffic are sampled using Form I(a), questionnaire for residents returning from trips to the United States. This form is distributed by Customs officials to a selection of Canadians and when completed is returned to the Bureau of Statistics. The estimation techniques are similar to those of the visitor survey with weighted numbers applied by stratifications.

Travel with Overseas Countries

The number of travellers between Canada and overseas countries is small compared to the volume of traffic with the United States. However, the duration of stay is usually much longer than it is for visits between the United States and Canada and the amount of money spent on travel with overseas countries is of greater importance than indicated by the number of visits. The cost of ocean transportation involves substantial expenditures. Fares paid to Canadian carriers by visitors are included in the estimate of travel receipts and those to foreign carriers by Canadians are included in travel payments.

Non-immigrant Arrivals from Overseas

Total entries from overseas countries are recorded by Customs or Immigration officials on Form IMM 185, reproduced as Form J. The wide variance in the average expenditure of the visitors from overseas countries, which could be only a few hundred dollars for visitors from some areas to more substantial amounts for residents of other countries, necessitates more detail by country of residence. Beginning March 1st, 1967, an Arrival/Departure Card Form IMM 700 was introduced, shown as Form K in the report. Information from this document is tabulated by the Immigration Division of the Department of Manpower and Immigration and the tabulations are made available to the Dominion Bureau of Statistics. The data tabulated give the port of entry, the country of last permanent residence, the immigration admission category, intended length of stay, and province of destination which is derived from the address in Canada where the person can be reached. A special document is used by Immigration officials to record groups of persons entering Canada by bus. This number is included in the total figures. Ex-

cluded from the analysis on overseas travel in Canada are special categories of traffic such as diplomats, NATO forces, and students, as well as most in transit traffic and persons entering and leaving Canada on the same day.

Travel receipts from the overseas visitors are also estimated on the basis of a continuous questionnaire survey. The questionnaire, Form L, is distributed to overseas visitors by border officials to be completed and mailed to the Bureau of Statistics. Electronic processing techniques are used to integrate questionnaire data with frontier counts.

Residents of Canada Returning from Overseas Countries

The number of Canadians returning from overseas is recorded by Customs or Immigration officials and also reported on Form IMM 185. Persons re-entering direct and via the United States are shown separately by port of re-entry and type of transportation used in returning to Canada. The same type of questionnaire distributed to Canadians returning from visits to the United States is used in the continuous survey of this group of travellers. The questionnaire shown as Form I(b) deals with travel overseas and asks the respondents to state whether they travelled by air or sea and the name of the company supplying the transportation to and from North America. They are also asked to give the name of the countries visited and the approximate length of stay and expenditures. Questions on point of departure, place of re-entry into Canada and purpose of visit are also included. Since it is possible for a person to visit several countries during a trip, estimates are weighted on the basis of visits while oceanic transportation costs are related to the trip.

DEFINITIONS OF TERMS

The following definitions on international travel give a general description of the terms appearing in this report. The terms already identified in detail in the textual material of the section to which they pertain have not been repeated here.

International Travel

The term international travel as used in this publication applies to the movement of persons between Canada and other countries. It includes persons travelling for holiday, vacation or health; those visiting friends or relatives; businessmen and officials; delegates to conventions or conferences; summer residents, students, shoppers, or commuters; and all border crossings other than persons entering to take up permanent residence. International travel includes persons frequently referred to as tourists, excursionists, in transit travellers, cruise passengers, visitors, or arrivals for other purposes.

Tourist

This term is one which is used in a broad sense and refers to any person travelling for a period of one or more nights in a country other than that in which he usually resides. Data referred to as long-term in this report would be comparable to the tourist definition.

Excursionist

Any person who enters and leaves a country on the same day or does not stay overnight. The short-term traffic in this report could be incorporated under this term.

Commuter

Any person resident in one country and working in an adjoining country commuting on a daily basis.

In Transit Traveller

Any person travelling through a country en route to some place in another country. For example, a United States resident travelling in transit through Canada over the most direct route between two points in the United States. Similarly, a Canadian travelling in transit through the United States to a destination in Canada.

Cruise Passenger

Any person visiting a country who arrives and departs on the same ship and has accommodation on the ship during their stay.

"Other" Traveller

A residual classification normally considered as short-term traffic and treated accordingly.

Tourist Night

The nights stay of a person travelling for a period of one or more nights in a country other than that in which he usually resides. Data are derived from continuous questionnaire surveys and not from hotel statistics. Included are nights spent in any type of accommodation, such as, hotels, motels, tourist or private homes, camping out, etc.

Frontier Check

The count of persons (or vehicles) both foreign and resident by Customs or Immigration officials at the border or entry point to the country.

International Transportation Fares

Fares purchased for transportation to and from a country and excludes local transportation within the country visited. Transportation costs generally refer to oceanic transportation fares and are shown separately wherever possible. International fare payments to Canadian carriers by non-residents are included in travel receipts while fare payments to foreign carriers by Canadians are included in travel payments.

Direct to Canada – Via the United States

These designations are used mainly in overseas travel and are determined on the basis of entry for visitors and re-entry for Canadians. Persons travelling directly to Canada from overseas countries are considered as direct travellers and those travelling to Canada through or by way of the United States are referred to as travellers via the United States. Expenditures in the United States by Canadians travelling to and from overseas countries via the United States are included in the travel payments to the United States.

FORM A

MONTHLY STATEMENT FOREIGN TRAFFIC ENTERING CANADA

Month _____

Port _____

Date	AUTOMOBILE TRAFFIC						OTHER VEHICLES						Pedes- trians
	Same day		Staying one night		Staying two or more nights		Bicycles & motorcycles		Commercial (not buses)		Taxis		
	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	V.	P.	V.	P.	V.	P.	
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
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21													
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
Totals													

Date _____

Customs and Excise Officer

COMPLETED STATEMENT TO BE MAILED AT END OF EACH MONTH
To: TRAVEL STATISTICS SECTION, D.B.S. OTTAWA.

FORM B

FORM BE-536A
(1-67)

Form Approved;
Budget Bureau No. 41-R2376

QUESTIONNAIRE FOR U.S. RESIDENTS LEAVING THE U.S. FOR CANADA BY MOTOR VEHICLE AND RETURNING THE SAME DAY

If you have already returned a form during this week, please hand this one back to the inspector without completing it, or discard it.

1. Place of entry into Canada?	2. Date of entry this trip?
3. How did you enter Canada? <input type="checkbox"/> auto <input type="checkbox"/> taxi <input type="checkbox"/> commercial vehicle <input type="checkbox"/> other	4. Place of departure from Canada?
5. How many persons entered Canada in the vehicle, including yourself? _____	
6. During the past 7 days, how many trips (including today's) into Canada by motor vehicle have you made? _____	
7. What was the main purpose of the trip(s)? <input type="checkbox"/> employed in Canada <input type="checkbox"/> visiting friends or relatives <input type="checkbox"/> business <input type="checkbox"/> Other (please specify) <input type="checkbox"/> pleasure <input type="checkbox"/> shopping	
8. Estimate as nearly as possible the amount you spent in Canada on this trip, for all purposes (in terms of U.S. dollars). <i>Examples:</i> gas, oil, repairs, food, gifts, amusements, etc., including credit card purchases. Include expenses of all persons with vehicle. <div style="text-align: right;">\$ _____</div>	
9. City and state in which you reside?	

* GPO : 1967 O-245-092

FORM C

QUESTIONNAIRE FOR U.S. TRAVELERS RETURNING FROM AUTOMOBILE TRIPS TO CANADA

(Report on the trip on which you received this questionnaire. Do Not include any part of the trip that was in the United States.)

1. State and city or town in which you reside?		
2. Border point where you entered Canada from the United States?	Date of entry?	
3. Border point where you re-entered the United States?	Date of exit?	
4. Province and city or town in Canada where most of your time was spent?		
5. Number of nights spent in <u>Canada</u> on this trip: →	(a) at destination	(b) travelling or en route
6. Check below the main purpose of this trip: <input type="checkbox"/> Employed in Canada <input type="checkbox"/> Other business <input type="checkbox"/> Summer resident in Canada <input type="checkbox"/> Visiting friends or relatives <input type="checkbox"/> Hunting or fishing <input type="checkbox"/> Other recreation (Include vacation and other pleasure) <input type="checkbox"/> Other (Please specify)		
7. Number of U. S. travelers covered in the expenditures reported for this trip: →	(a) Adults	(b) Children

8. Estimate as nearly as possible the expenditures in Canada (in terms of U.S. dollars) by persons reported above for all purposes (Include food, rent, lodging, entertainment, merchandise, gifts, automobile operations, credit card purchases, etc.)

\$ _____

9. Check the principal type of lodging used while in Canada.

- ☐ Camping or house-trailer
☐ Cottage
☐ Resort, Hotel, or Motel
☐ Home of friends or relatives
☐ Tourist home
☐ Other (Please specify)

10. How many times have you visited Canada including this trip? (Circle one number)

1 2 3 4 5 or more

11. What influenced you to make this trip to Canada?

- ☐ Newspaper advertisement
☐ Radio or television
☐ Invitation of friends or relatives
☐ Business requirements
☐ Magazine advertisements
☐ Travel films
☐ Advice of friends
☐ Other (Please specify)

FORM H

MONTHLY STATEMENT OF CANADIAN TRAFFIC RETURNING TO CANADA

Month _____

Port _____

Date	AUTOMOBILE TRAFFIC						OTHER VEHICLES						Pedestrians
	Same day		Absent one night		Absent two or more nights		Bicycles & motorcycles		Commercial (not buses)		Taxis		
	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	V.	P.	V.	P.	V.	P.	
1													
2													
3													
4													
5													
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29													
30													
31													
Totals													

DATE _____

Customs and Excise Officer _____

COMPLETED STATEMENT TO BE MAILED AT END OF EACH MONTH
TO: TRAVEL STATISTICS SECTION, D.B.S., OTTAWA

FORM I(a)

QUESTIONNAIRE FOR RESIDENTS OF CANADA RETURNING FROM TRIPS TO THE UNITED STATES

If trip was to countries
other than the United
States use other side

Report trips to Hawaii with overseas countries

Confidential - no signature required

Report most recent trip only

For use by D.B.S.	

TRAVEL STATISTICS UNIT, DOMINION BUREAU OF STATISTICS, OTTAWA, CANADA

Place of departure from Canada _____ Date _____

Place of re-entry into Canada _____ Date _____

Number of nights spent in the United States on this trip _____

Number of persons covered in this report _____ Adults _____

Children _____

Town or city and state where most of your time was spent _____

If trip was to or from other parts of Canada via the U.S., give provinces visited _____

Means of transportation used in returning to Canada -

Main reason for this trip -

☐ Automobile - give number of persons in vehicle _____

☐ Business

☐ Plane }
☐ Bus }
☐ Train }
☐ Boat }

Give name of carrier _____

☐ Formal Study

☐ Health

☐ Holiday (include vacation and other recreation)

☐ Shopping

☐ Transit through the U.S. to or from other provinces in Canada

☐ Other (please specify) _____

☐ Visiting friends or relatives

☐ Other (please specify) _____

If transportation used was other than automobile, give (Canadian dollars):

(a) through fares purchased in Canada to points in the United States _____ \$ _____ (omit cents)

(b) fares purchased in the United States (exclude local fares) _____ \$ _____ (omit cents)

Approximate expenditures in the U.S. (Canadian dollars) for all purposes by persons reported above (include food, lodging, entertainment, merchandise, gifts, automobile operation, taxis, local bus, etc.). Include credit card purchases but exclude transportation costs reported above _____ \$ _____ (omit cents)

City or town and province in which you reside _____

Kindly mail in the enclosed envelope - No postage is required. Your co-operation is appreciated.

QUESTIONNAIRE FOR RESIDENTS OF CANADA RETURNING FROM TRIPS OVERSEAS

(Include Hawaii, Bermuda, Caribbean countries, Mexico, other Latin American countries, etc.)

If trip was to
United States
use other side

Confidential - no signature required

Report most recent trip only

TRAVEL STATISTICS UNIT, DOMINION BUREAU OF STATISTICS, OTTAWA, CANADA

Main purpose of your trip:

- ☐ Business ☐ Formal study ☐ Health ☐ Holiday (include vacation and other recreation) ☐ Visiting friends or relatives
☐ Other (please specify) _____

Type of trip taken ☐ An all-expense cruise by ship ☐ A charter flight
☐ An all-expense tour by plane ☐ A regular service

Number of persons covered in this report: Adults _____

Children _____

City or town and province in which you reside: _____

Left Canada: Place _____ Date _____ Returned: Place _____ Date _____

Approximate cost (Canadian dollars) of international transportation to and from overseas countries, whether paid or charged (including taxes on transportation and incidental expenses aboard ship or plane):

Outbound service } ☐ Direct from Canada ☐ Air
☐ From _____ (U.S. port) ☐ Sea _____ Name of air line, steamship company or vessel
Inbound service } ☐ Direct to Canada ☐ Air
☐ To _____ (U.S. port) ☐ Sea _____ Name of air line, steamship company or vessel

Please do not include
cost of transportation
within Canada

\$
(omit cents)

Approximate expenditures (Canadian dollars) in countries other than the United States for all purposes: lodging, food, entertainment, merchandise, gifts, automobile operation, local transportation, etc. (exclude the amount reported above for international transportation, but include "Prepaid Tours" and "Pay Later Plans").



Areas visited	Specify countries visited in each area	Number of nights in each area or country	Breakdown of above expenditures by area or country
United Kingdom			
Other European (Include Eire)			
Other Commonwealth			
Mexico			
Other Latin America			
Elsewhere, outside Canada and the United States			

If trip was overseas via the United States, complete the following questions:

Number of nights spent in the United States en route to or/and from other countries

Approximate expenditures (Canadian dollars) while in the United States only (include living expenses, merchandise, entertainment, transportation, etc.) \$
(omit cents)

Type of transportation used to re-enter Canada from the United States

Kindly mail in the enclosed envelope - No postage is required. Your co-operation is appreciated.

FORM J

DEPARTMENT OF CITIZENSHIP AND IMMIGRATION - IMMIGRATION BRANCH

IMM. 185
(REV. 6-63)

MONTHLY STATISTICAL REPORT

PORT: _____

• NOTE: See Instructions on Reverse Side.

MONTH: _____

19

A. JOURNEY BEGINNING IN THE UNITED STATES	HIGHWAY AND FERRY (including local bus traffic)	LONG DIST. BUS	TRAIN	SHIP OR BOAT	AIRCRAFT	TOTAL
CANADIAN CITIZENS (See note on reverse)						
RETURNING CITIZENS AND RESIDENTS						
NON-IMMIGRANTS						
TOTAL						

B. JOURNEY BEGINNING IN COUNTRIES OTHER THAN THE U.S.A. BUT TRAVELLING VIA THE U.S.A.						
CANADIAN CITIZENS (See note on reverse)						
RETURNING CITIZENS AND RESIDENTS						
NON-IMMIGRANTS						
TOTAL						

C. JOURNEY BEGINNING IN COUNTRIES OTHER THAN THE U.S.A. AND TRAVELLING DIRECT TO CANADA						
CANADIAN CITIZENS (See note on reverse)						
RETURNING CITIZENS AND RESIDENTS						
NON-IMMIGRANTS						
TOTAL						

NO. OF LONG DISTANCE BUSES FROM U.S.A. _____

NO. OF AIRCRAFT FROM U.S.A. _____

OFFICER IN CHARGE


FORM K

INSTRUCTIONS

1. FORM **MUST BE COMPLETED FOR EACH ADULT** (18 YEARS OF AGE AND OVER) ENTERING CANADA FOR ANY TEMPORARY PURPOSE. PLEASE PRESENT THE FORM TO THE EXAMINING OFFICER AT THE CANADIAN PORT OF ENTRY.
2. **CHILDREN** (UNDER 18 YEARS OF AGE) WILL BE SHOWN ON FORM FOR PARENT ON WHOSE PASSPORT THEIR NAMES APPEAR. IF A CHILD IS TRAVELLING ON OWN PASSPORT, A SEPARATE FORM IS REQUIRED.
3. **COMPLETE FORM CAREFULLY** TO AVOID DELAY AT THE CANADIAN PORT OF ENTRY.
4. **TYPE OR PRINT CLEARLY IN BLOCK LETTERS. DO NOT USE PENCIL.** ALL COPIES MUST BE LEGIBLE.

INSTRUCTIONS

1. **TOUTE PERSONNE DE 18 ANS ET PLUS** qui entre au Canada pour une fin temporaire **DOIT REMPLIR LA PRÉSENTE FORMULE.** Prière de remettre la présente formule au fonctionnaire de l'immigration au port d'entrée au Canada.
2. Le parent sur le passeport duquel figure le nom de **TOUT ENFANT DE MOINS DE 18 ANS**, devra inscrire ce nom sur sa formule. Si l'enfant a son propre passeport, il devra remplir une formule distincte.
3. **REMPILIR LA FORMULE SOIGNEUSEMENT** afin d'éviter des retards au port d'entrée au Canada.
4. **ÉCRIRE À LA MACHINE OU LISIBLEMENT EN MOULE. N'ÉCRIRE PAS au crayon.** Tous les exemplaires doivent être lisibles.

 NON - IMMIGRANT ARRIVAL - DEPARTURE CARD FICHE D'ARRIVÉE ET DE DÉPART POUR LES NON - IMMIGRANTS				DO NOT USE <i>Ne rien écrire</i>		NO.C 251-760	
1. MY FAMILY NAME IS <i>Mon nom de famille</i>				DO NOT USE <i>Ne rien écrire</i>		MY FIRST NAME IS <i>Mon prénom</i>	
						MY MIDDLE NAME IS <i>Mon autre prénom</i>	
2. MY SEX IS <i>Sexe</i> <input type="checkbox"/> MALE <i>Masculin</i> <input type="checkbox"/> FEMALE <i>Féminin</i>				DO NOT USE <i>Ne rien écrire</i>			
3. I WAS BORN ON <i>Je suis né le</i>		DAY <i>Jour</i>	MONTH <i>Mois</i>	YEAR <i>Année</i>	4. I WAS BORN IN <i>Je suis né à</i>		CITY OR TOWN <i>Ville</i>
							PROVINCE <i>Province</i>
							COUNTRY <i>Pays</i>
5. I AM A CITIZEN OF <i>Je suis un citoyen de</i>				DO NOT USE <i>Ne rien écrire</i>		6. I AM SINGLE, MARRIED, WIDOWED, DIVORCED OR LEGALLY SEPARATED <i>Je suis célibataire, marié, veuf, divorcé ou séparé légalement</i>	
						DO NOT USE <i>Ne rien écrire</i>	
7. MY HOME ADDRESS IS (NUMBER, STREET, CITY, PROVINCE AND COUNTRY) <i>Mon adresse personnelle (numéro-rue-ville province pays)</i>						DO NOT USE <i>Ne rien écrire</i>	
						8. MY PASSPORT NUMBER IS <i>Le numéro de mon passeport</i>	
9. THESE CHILDREN ARE ACCOMPANYING ME <i>Les enfants dont les noms suivent m'accompagnent</i>		NAME <i>Nom</i>	AGE <i>Âge</i>	NAME <i>Nom</i>	AGE <i>Âge</i>	NAME <i>Nom</i>	AGE <i>Âge</i>
10. I CAN BE REACHED AT THE FOLLOWING ADDRESS IN CANADA (NUMBER, STREET, CITY OR TOWN AND PROVINCE) <i>On peut communiquer avec moi au Canada, à l'adresse suivante (numéro - rue - ville - province)</i>						DO NOT USE <i>Ne rien écrire</i>	

DO NOT PRINT BELOW THIS LINE - N'ÉCRIREZ PAS AU-DESSOUS DE CETTE LIGNE

11. REMARKS - Remarques		14. ADMITTED AS NON-IMMIGRANT ADMIS COMME NON-IMMIGRANT UNTIL JUSQU'À		16. DATE AND PORT STAMP Date et timbre du port d'entrée							
		<table border="1"> <tr> <td>DAY <i>Jour</i></td> <td>MONTH <i>Mois</i></td> <td>YEAR <i>Année</i></td> </tr> <tr> <td></td> <td></td> <td>19</td> </tr> </table>		DAY <i>Jour</i>	MONTH <i>Mois</i>	YEAR <i>Année</i>			19		
DAY <i>Jour</i>	MONTH <i>Mois</i>	YEAR <i>Année</i>									
		19									
12. BOND NO. - Caution N°		13. EXTENSION NO. N° de prorogation		15. CATEGORY Catégorie							
				7 () ()							
IMM. 700 (3 - 69)		18. ERROR CODE (IDHO USE ONLY) Code d'erreur (utilisé par L'ACDI seulement)		19. FOR SPECIAL CODE (WHEN ARRANGED WITH IDHO ONLY) Code spécial (lorsque prévu par L'ACDI)							
				17. PORT CODE NO. N° de code du port d'entrée							

FORM L

Country in which you reside	What was your main destination in Canada
Reason for coming to Canada: <input type="checkbox"/> Business <input type="checkbox"/> Formal Study <input type="checkbox"/> Gov't. Service <input type="checkbox"/> Holiday (include vacation or other recreation) <input type="checkbox"/> Visiting friends or relatives <input type="checkbox"/> Transit through Canada to U.S. or other countries <input type="checkbox"/> Other (please specify)	
Place of entry into Canada	Date
Place of departure from Canada	Date
Number of nights spent in Canada on this trip	
Name of international airline or vessel used	<input type="checkbox"/> Arriving from overseas <input type="checkbox"/> Returning overseas
Approximate expenditures in Canada (including credit card purchases) for lodging, food, entertainment, merchandise and transportation in Canada. (Exclude overseas fares to and from Canada)	
Number of travellers (including yourself) covered in above expenditures	
Did you also visit the United States on this trip? <input type="checkbox"/> No <input type="checkbox"/> Yes	
If "Yes" <input type="checkbox"/> Before entering Canada <input type="checkbox"/> After leaving Canada	
Trip was <input type="checkbox"/> A regular service <input type="checkbox"/> Chartered flight <input type="checkbox"/> An all expense tour	

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an
CATALOGUE No.

66-201

ANNUAL



Canada, Statistics, Bureau of,

TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES

1968 and 1969



DOMINION BUREAU OF STATISTICS

DOMINION BUREAU OF STATISTICS
Balance of Payments and Financial Flows Division
International Travel Statistics Section

TRAVEL BETWEEN CANADA
AND
OTHER COUNTRIES

1968 and 1969

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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,

Dominion Statistician.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- r revised figures.

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INTRODUCTION

International travel between Canada and other countries in 1969 involved a total of 72.5 million border crossings and an estimated \$2.4 billion in travel expenditures. Visitors from other countries numbered 36,200,000 of which 35,800,000 non-immigrants entered Canada from the United States and 463,000 visitors arrived from overseas countries. The outflow of Canadian residents on visits abroad amounted to 36,300,000 in 1969 comprised of 35,400,000 residents returning from the United States and 900,000 Canadians returning from overseas countries. The number of United States visitors to Canada in 1969 increased 2.8 per cent above 1968 but decreased 10.5 per cent when compared to the number of visitors attracted to Canada during Centennial year. The number of overseas visitors to Canada in 1969 increased 28 per cent above the previous year. Although this represented a relatively large gain from the preceding year it was a significant decline from the record number of overseas visitors attracted to Canada during 1967. The number of Canadian visitors to the United States in 1969 increased 4.4 per cent above 1968, similar to the 4.5 per cent increase in 1968 over Centennial year. This is due to the fact that during Centennial Year many Canadians travelled within Canada to "Expo 67" rather than abroad. The number of Canadians travelling to overseas countries in 1969 increased by almost 34 per cent, the rate of increase from the previous year was more pronounced than in the two preceding years, 23 per cent in 1968 and 4 per cent in 1967. A very high proportion of travel between Canada and the United States is accounted for by traffic entering and returning on the same day. In 1969 this was close to two-thirds of the total.

Canadian payments abroad in 1969 were estimated at \$1.3 billion; \$892.5 million spent in the United States and \$399.1 million in overseas countries. Canadian payments to the United States increased 25.8 per cent above the 1968 figure and at a much faster rate than experienced between 1967 and 1968. Expenditures of

Canadian travellers to overseas countries excluding transportation costs paid to Canadian carriers in 1969 increased almost 34 per cent from 1968, a significant change from the 11.2 per cent increase in 1968 over the spending patterns established during Centennial Year. Canadian receipts from abroad in 1969 were estimated at \$1.1 billion made up of \$961.3 million from the United States travellers and \$112.6 million from overseas visitors entering Canada. United States travel expenditures in Canada during 1969 increased 7.9 per cent from 1968 but was still below the record \$1.2 billion spent in Canada during 1967. Travel expenditures by overseas visitors to Canada in 1969 increased 30 per cent from 1968 but were 27 per cent less than the \$154 million spent in Canada during Centennial year.

The net result of the above transactions on travel account between Canada and all countries during 1969 was an excess of payments over receipts amounting to \$218 million; this represented a widening of the deficit of \$188 million between 1968 - 69. A record surplus of \$423 million was registered during Centennial year. Induced travel prompted by the increasing importance of charter flights and special excursions abroad enable students, young people and lower income groups to travel more than in the past. The absence of civil disorders abroad which held down travel spending in 1968, and higher incomes contributed to increased foreign travel in 1969. The price inflation experienced in the major tourist centres of the world in 1969, which varied in intensity from country to country, also contributed to increased travel expenditures both at home and abroad.

The following sections dealing specifically with United States travel and overseas travel, contain amongst other data, statistics on average expenditures per day, length of stay data, area of destination, and purpose of trip.

SECTION I

United States Visitors to Canada

Summary

United States travellers to Canada in 1969 made 35.8 million visits and spent an estimated \$961.3 million, increases of 2.8 per cent in the number of visits and 7.9 per cent in expenditures when compared to 1968. This represents however, a decrease of 10.5 per cent in the number of visitors attracted to Canada during "Expo 67", and a decrease of \$202.9 million or 17.4 per cent in expenditures from the record inflow of \$1.2 billion spent in Canada during 1967. The average expenditure per visit rose by \$1.30 to \$26.90, while the average expenditure per person per day advanced by 4 per cent to \$10.00 and the average length of stay remained unchanged from the previous year at 2.7 days. Excluding automobile traffic, which is heavily weighted by same day traffic, coverage expenditures per person per day was almost \$18.

The number of visitors from the United States is compiled from a frontier check while their expenditures are an estimate based on the results from questionnaire surveys. The category of visitors staying one or more nights in Canada is frequently regarded as tourist travel and the major source of Canada's travel receipts. In 1969 visitors in this category accounted for only 34 per cent of total visits but contributed 87 per cent of Canada's aggregate receipts from international travel. Persons entering and leaving on the same day sometimes described as excursionist travel including commuter and in transit traffic, accounted for 66 per cent of total visits in 1969 but only 12 per cent of total receipts. The above illustrate the importance of length of stay as one of the chief determinants of the overall level of travel expenditures.

In 1969, some 29 per cent of the visits for one or more nights were made by residents of the East North Central region followed closely by the Middle Atlantic States with 28 per cent. The province of destination chosen by 47 per cent of the visitors was Ontario followed by Quebec and British Columbia (including the Yukon and Northwest Territories) accounting for 25 and 13 per cent, respectively. The main purpose of trip for visitors staying one or more nights was recreation or holiday, 55 per cent, followed by visits to friends or relatives 21 per cent. At the present time the purpose of trip includes only the automobile and pleasure craft surveys.

Type of Transportation

Automobile. — Travellers entering by automobile comprised the largest group of visitors, 87 per cent or 30,979,000 crossings. These persons accounted for \$660.1 million or 68 per cent of all travel receipts for the year 1969. This represents increases of 2.1 per cent in the number of visits and 10.0 per cent in total automobile expenditures when compared to 1968. The

increase can largely be attributed to the long-term category of visitors which increased by 5.2 per cent in the number of visits and 12.1 per cent in expenditures when compared to the corresponding 1968 figures.

In 1969, a total of 8,398,100 automobiles carrying 20,732,900 United States residents entered and left Canada on the same day. These visitors spent an estimated \$98.5 million in Canada representing an average expenditure of about \$5 per person. The heaviest volume of entries was recorded in Ontario which received \$66.9 million from the same day automobile traffic.

United States automobiles entering Canada for a stay of one or more nights numbered 3,708,400 vehicles, an increase of 4.7 per cent from the previous year. The United States motorists in these vehicles, some 10,246,200 persons, spent an estimated \$561.6 million in Canada during the year 1969, this amounts to an average expenditure per person of approximately \$55, and 8 per cent increase from the \$51 per person spent in 1968.

Passenger car registrations in the United States numbered 86,789,830 in 1969. The total number of automobile entries into Canada from the United States as a proportion of the automobiles registered came to 14.0 per cent, little changed from 1968.

Plane. — The number of persons arriving by plane increased from 993,000 in 1968 to 1,133,000 in 1969, a gain of 14 per cent. Receipts from this group amounted to \$161.7 million, an increase of \$3.8 million or 2.4 per cent. Plane travellers accounted for about 24 per cent of the total non-automobile visitors and contributed 54 per cent of the total expenditures for this category of traveller. The average outlay per plane traveller, declined by 10 per cent to \$143 from the average outlay of \$159 recorded in 1968.

Bus. — In 1969, the number of United States residents entering Canada by bus rose by 23,000 to a total of 867,000 or a gain of 2.7 per cent from the previous year. Expenditures by these travellers estimated at \$80.1 million increased by almost 13 per cent. The average outlay per bus traveller, increased by 9.5 per cent to \$92 from the average outlay of \$84 per bus traveller reported in 1968.

Rail. — The number of travellers to Canada by rail during 1969 decreased by 23,000 persons or 10.4 per cent to a total of 198,000. Expenditures by these travellers increased from an average outlay of \$120 per person in 1968 to \$150 in 1969 bringing total receipts from this category of travellers to \$29.7 million an increase of almost 12 per cent from the previous year.

Boat. — A total of 528,000 United States residents entered Canada by boat in 1969, a decrease of 42,000 persons or 7.4 per cent below the figure of 570,000 recorded in 1968. Expenditures by boat entries amounted to \$12.5 million, a decrease of \$8.1 million or 39 per cent below the previous year.

A special survey is used to secure information on pleasure craft traffic entering Canada from the United States. This segment of travel is included in the total visitors entering Canada. Monthly statements submitted by border officials show the number of craft entering Canada by port and by intended length of stay. Questionnaires distributed at border points during the second and third quarters, the normal boating season, are used for the estimates of expenditures, persons in craft, purpose of trip, and type of accommodation.

A total of 66,695 pleasure craft (boats) entered Canada on cruising permits in 1969, a decrease of 18,917 boats or 22 per cent below the figure of 85,612 craft registered in 1968. This total is comprised of 33,620 craft entering and leaving on the same day and 33,075 remaining in Canada for one or more nights, decreases of 12,676 and 6,241 craft respectively. The majority of these pleasure craft entered Canada in the third quarter, 47,571 or 71 per cent of the total entries. The largest volume of pleasure craft arrivals were in Ontario, 77 per cent or 51,332 craft, followed by British Columbia and Quebec with 8,499 and 6,722 craft respectively. All provinces recorded decreases in both the long-term and short-term pleasure craft boat entries when compared to the previous year. Of the pleasure craft entering British Columbia, the greatest numbers were in the long-term category, whereas, in the Atlantic Provinces, Quebec and Ontario the short-term category was the largest, the Atlantic Provinces being the only area showing a shift in categories from the previous year.

Tabulations of the questionnaires received from a sample of United States residents entering Canada by pleasure craft in 1969 show that pleasure craft boats remaining one or more nights in Canada carried an average of 3 persons per boat, one less than the average of 4 persons per boat in the previous year. These persons stayed an average of 5 days, three days less than the preceding year, and each person spent \$40.70 per trip or \$8.00 per day, a decrease of 14.7 per cent in expenditures per trip, but an increase of 30.3 per cent in expenditures per person day. For the short-term category, boats entering and leaving on the same day, the average persons in the craft was also three with an average expenditure per person day of \$4.70 compared to the \$3.20 spent in 1968.

Other travellers. — A total of 2,061,000 United States residents entered Canada by "other" means of transportation in 1969, an increase of the 13.4 per cent from the comparable figure for 1968. This residual group includes persons entering as pedestrians, by local bus, motorcycle, bicycle, taxi, etc. For purposes of

analysis, this classification is considered as traffic entering and leaving Canada on the same day. In 1969, estimated expenditures by "other travellers" accounted for \$17.2 million, including the transportation fares paid to Canadian carriers by United States residents in transit.

Region of Origin

An analysis of United States automobile traffic by region of residence for the year 1969 shows that the states closest to the border contribute the majority of cars entering and leaving on the same day. The province adjacent to the state of residence normally is the entry point for these vehicles. For example in 1969, some 1.7 million automobiles or 19.8 per cent of the total entering and leaving on the same day were from the New England States. About 75 per cent of these automobiles entered through ports in New Brunswick and 20 per cent in Quebec. During the same period 3.6 million automobiles or 43.1 per cent entered Canada from the East North Central region with about 99 per cent entering in Ontario. Similarly, 1.7 million automobiles or 20.3 per cent entering and leaving on the same day were from the Middle Atlantic States. Ports in Ontario received about 74 per cent and Quebec 24 per cent of those vehicles. The proportions of total automobile entries from the remaining regions of residence during the year 1969 are as follows: West North Central 7.9; Pacific 3.8; Mountain 3.0; South Atlantic 1.3; and the remaining states 0.8 per cent.

An analysis of questionnaires covering automobiles remaining one or more nights in Canada shows the area of residence of United States motorists in Map 1. In 1969, the East North Central region was the area of residence reported by 30.2 per cent of the motorists, practically unchanged from the previous year. The Middle Atlantic ranked second with 28.3 per cent of the visitors from United States, a decrease of one percentage point from a year earlier. The New England region contributing 13.3 per cent of the visitors decreased by 1.8 percentage points from the figure recorded in 1968.

The region of residence of United States visitors travelling in Canada by plane, bus, rail and boat shows that the largest percentage of visitors (29 per cent) originated in the East North Central States followed by the Middle Atlantic and Pacific States accounting for 26 and 17 per cent, respectively, this ranking remains unchanged from the previous year. However, during the period 1965 - 67 the Middle Atlantic States ranked first as state of origin for the majority of visitors and in 1968 the East North Central States shifted from second place to first a position which they did not relinquish in 1969.

Province of Destination

An analysis of province of destination was completed based on the response of the questionnaire survey during the year 1969. The summaries on destination are compiled from the question, "province and city or town in Canada where most of your time was spent". If

respondents gave two provinces of main destination, the sample was weighted to the provinces reported. Questionnaires with three or more provinces of destination were considered as touring with no particular destination. Questionnaires in this latter group and in transit traffic to and from Alaska were excluded from the analysis.

Atlantic Provinces.— In 1969, an estimated 188,200 United States automobiles and 540,300 motorists travelled to destinations in the Atlantic Provinces. The distribution by province shows that 5,000 cars went to Newfoundland, 22,400 to Prince Edward Island, 66,900 to Nova Scotia and 93,900 to New Brunswick. Fifty-nine per cent of the automobiles visiting the Atlantic region originated in the New England States. The average length of stay in Canada (including en route time) of those visitors was 8 nights. The main reasons respondents visited the Atlantic Provinces were for recreation (excluding fishing and hunting, and summer residents in Canada) accounting for 55 per cent of the total and those visiting friends or relatives, 35 per cent. The principal type of accommodation used during their visit was resort, hotel, or motel for 34 per cent of the total, followed by the home of friends or relatives accounting for 28 per cent and camping or house-trailer was used by 25 per cent of the visitors, to the Atlantic Provinces. Increasingly more use is being made of camping facilities by visitors travelling throughout the Atlantic region. Of the visitors by plane, bus, rail and boat, 2.6 per cent or 67,000 travellers went to the Atlantic region.

Quebec.— An estimated 852,600 automobiles entered Quebec in 1969, an increase of 9 per cent from the previous year but a decline of 52 per cent from the record number of 1,789,700 automobiles entering Quebec during Centennial Year. The 2,537,300 United States visitors entering Quebec in 1969 represented about 26 per cent of the total visitors to Canada. The largest percentage (44 per cent) of the automobiles with destinations in Quebec originated in the Middle Atlantic States, 34 per cent from the New England area and 12 per cent from the East North Central region. The average length of stay in Canada (including en route time) was 4 nights. The majority of the respondents specified recreation as their main purpose of trip, 64 per cent. The principal types of lodging used were resort, hotel or motel with 65 per cent and the home of friends or relatives accounting for 19 per cent. United States residents entering by plane, bus, rail and boat and visiting Quebec amounted to 663,000 or 25.7 per cent of the total non-automobile traffic.

Ontario.— The province of Ontario was the main destination of 1,840,600 automobiles entering from the United States, an increase of 3 per cent from the previous year but a significant increase of 46 per cent above the figure of 1,259,000 entries recorded in 1967. The explanation for this increase is that visitors who were attracted to Quebec which hosted "Expo 67"

during that year returned to travel patterns prior to 1967 when Ontario was the principal area of destination for United States travellers in Canada. In 1969 the 4,873,400 United States visitors destined for Ontario represented 49 per cent of the total persons remaining one or more nights in Canada. The East North Central States accounted for the largest number of automobiles entering Ontario, 51 per cent; 32 per cent originated from the Middle Atlantic States. Their average length of stay in Canada (including en route time) was 4 nights. Recreation was the main reason given by respondents for visiting Ontario, 49 per cent of the total, followed by visiting friends or relatives with 19 per cent. The principal types of lodging used in this province were resort, hotel or motel accounting for 48 per cent followed by cottages owned or rented with 18 per cent. The majority or 1,171,000 United States visitors entering Canada by plane, bus, rail, and boat indicated Ontario as the main province of destination.

Prairie Provinces.— An estimated 245,700 automobiles and 741,300 United States motorists had main destinations in the Prairie Provinces during the year 1969. Automobiles with main destinations in Manitoba numbered 92,400, Saskatchewan 35,200 and in Alberta 118,100 cars. The average stay at destinations in the Prairie provinces (including en route time) was 6 nights. Forty-one per cent of the cars were from the West North Central area and about 22 per cent were from the Pacific States. The main purpose of trip was recreation, 56 per cent; followed by motorists visiting their friends and relatives, 24 per cent. The main type of lodging used was resort, hotel or motel accounting for 47 per cent and camping or house-trailer accounting for another 26 per cent. The main destination of non-automobile visitors in the Prairie Provinces was Alberta (103,000) followed by Manitoba with 79,000 and Saskatchewan with 16,000.

British Columbia.— An estimated 445,600 United States automobiles and 1,190,200 motorists had main destinations in British Columbia in 1969. The majority, about 85 per cent originated from the Pacific States. Their average stay in Canada (including en route time) was 5 nights. The main reason for visiting British Columbia was recreation, 56 per cent, motorists visiting friends or relatives accounted for a further 20 per cent. Resort, hotel or motel was the main type of lodging used representing 50 per cent of the total, followed by camping and house-trailer 25 per cent and visiting friends or relatives 17 per cent.

A total of 11,500 United States automobiles and 32,400 motorists went to destinations in the Yukon and Northwest Territories. The average stay of these visitors in Canada (including en route time) was 7 nights. Recreation was the main reason motorists went to those regions (46 per cent) and the principal accommodation used was camping or house-trailer (59 per cent).

United States visitors by plane, bus, rail and boat, specifying British Columbia and the Yukon Territory numbered 481,000 or 18.6 per cent of the total.

Purpose of Trip

An analysis of purpose of trip reported for automobiles entering and leaving on the same day during 1969 shows that trips for pleasure accounted for 47.8 per cent of the total entries followed by 22.5 per cent visiting friends or relatives, 13.9 per cent business or employed in Canada, 6.3 percent shopping, and 9.5 per cent other purposes, such as, travelling through Canada to destinations in the U.S., medical reasons, etc.

The main purpose of trip reported by United States visitors in automobiles staying one or more nights in Canada was recreation with 68 per cent of the total entering in 1969. The next largest percentage was in the category visiting friends or relatives (21 per cent). The average length of stay in Canada by motorists on recreation was 5 nights. United States motorists visiting friends or relatives stayed on the average 4 nights while visitors travelling to Canada for hunting and fishing purposes stayed an average of 7 nights. The average stay in all cases includes travelling time en route to destination. The average expenditure per person per night for United States residents in Canada on recreation was \$10, for visiting friends or relatives \$7, and for hunting and fishing \$15. About 14 per cent of the total motorists staying one or more nights indicated that this was their first trip to Canada.

The pleasure craft survey of private boats also asked United States visitors travelling in Canadian waters their purpose of trip during 1969. In some cases respondents indicated more than one purpose of trip or type of accommodation used. The percentages presented were obtained when questionnaires indicating two or more purposes of trip or types of accommodation were weighted and combined with those reporting one.

The results from the weighting by province of entry, length of stay show that the largest percentage of persons in pleasure craft specified cruising and sight-seeing as their main reason for visiting Canada unchanged from the previous year.

Travel Highlights Between the United States and Foreign Countries

Data released by the United States Department of Commerce in the publication "Survey of Current Business, July 1970", show that United States travellers spent \$5.4 billion on trips abroad in 1969, 14 per cent more than in 1968. The total expenditures are expressed in American currency and represents payments to United States and foreign carriers for transoceanic transportation as well as spending in foreign countries. Canada's share of United States travel expenditures in foreign countries in 1969 was 26.5 per cent a slight decline from the 27.1 per cent share in 1968. Canada contributed about 40 per cent of the total foreign visitor spending in the United States during 1969 an increase of approximately 25 per cent from the previous year.

Type of Lodging

The principal type of lodging used by United States motorists staying one or more nights in Canada was resort, hotel or motel with 52 per cent of the total. Camping or house-trailer and home of friends or relatives each accounted for 17 per cent of total visitors. Motorists staying in resort hotel or motel remained for an average of 3 nights in Canada. The average stay for travellers visiting friends or relatives was 4 nights while visitors staying in camping facilities or house-trailers stayed an average of 7 nights. Expenditures per person per night averaged about \$20 for those visitors staying in a resort, hotel or motel while comparable data for visitors staying in camping facilities or house-trailers and at the home of friends or relatives each spent an average of \$6 per person per night. These average expenditures include the cost of accommodation as well as all other types of spending within Canada, e.g. food, gifts, services, entertainment and transportation costs.

Some 68 per cent of the visitors from the United States in pleasure craft remained aboard their craft at night during their stay in 1969 a decrease of approximately 16 percentage points from the preceding year. The category "other" includes types of accommodation such as cabin, lodge, resort, or private home.

Length of Stay

In establishing the nights stay of United States residents, travelling in Canada, data are weighted by type of transportation (i.e. automobile, plane, bus, rail and boat), by province of entry and length of stay, quarterly. About 12.3 million United States travellers remained 59.6 million nights in Canada on their visits, a slight advance of 3.3 per cent above the comparable figure for 1968. The slight increase in average nights stay by United States residents, 4.9 nights from 4.8 in the preceding year, can be attributed to increases in average nights stay by the rail and bus category of travellers with averages of 8.2 and 6.7 nights respectively. The automobile, boat and plane categories declined slightly from the previous year recording averages of 3.9, 4.1 and 5.3 nights, respectively.

Foreign countries received a record \$4.5 billion from the United States travellers including 1.1 billion paid to foreign carriers for transoceanic transportation, United States receipts from foreign travellers also reached a record \$2.4 billion, including \$300 million paid to United States carriers for transoceanic transportation. The excess of United States payments to foreign countries over receipts from foreign visitors amounted to \$2.1 billion in 1969 representing a \$220 million deterioration from 1968.

Americans travelling in Canada spent an estimated U.S. \$900 million in 1969, about 10 per cent more than in 1968. In overseas areas the U.S. travel expenditures rose even more sharply to \$1.8 billion an increase of almost 13 per cent from 1968.

SECTION II

Canadian Travel in the United States

Summary

Canadian travellers made 35.4 million visits to the United States and spent an estimated \$851.6 million, increases of 4.4 per cent in the number of visits and 24.5 per cent in expenditures when compared with 1968. This represents, however, increases of 9.1 per cent in the number of visits, and 38.7 per cent in estimated expenditures or \$237.5 million more in expenditures than that recorded in 1967 which had declined slightly from 1966 due to the fact that Canada was the host of the World's Fair, "Expo 67". Canadians remained for an estimated 100.3 million days in the United States and their average expenditure per visit rose by \$3.90 to \$24.00 along with a slight increase in the mean length of stay to 2.8 days in 1969 from 2.6 days in the previous year. The average spending per trip advanced by 8 per cent to \$8.50 per day but if automobile traffic, which is heavily influenced by same day traffic, is excluded, this average rises to \$15.70 per day. The increase in payments for travel in the U.S. could partly be attributed to the increase in the number of overnight visits. Canadians returning after a stay of one or more nights in the United States numbered 9,326,000 in 1969 compared with 8,480,000 in the previous year, an increase of almost 10 per cent.

In 1969, close to 37 per cent of the visits for one or more nights were made by residents of Ontario and 35 per cent by Quebec residents. Thirty per cent of the trips had destinations in the New England region, 21 per cent in the Middle Atlantic area and 13 per cent in the Pacific States. The main purpose of trip of overnight travellers was recreation or holiday 58.7 per cent followed by visits to friends or relatives 25.5 per cent.

Type of Transportation

Automobile. — The automobile still remains the most important mode of transportation accounting for 87 per cent of the total travellers. The tabulation of reports submitted by border officials show that 11,775,200 Canadian automobiles returned from the United States in 1969, some 404,200 more cars than in 1968. Passenger car registrations in Canada numbered 6,433,283 in 1969, an increase of 4.4 per cent compared with the previous year. The ratio of persons to car was one car for every 3.3 residents in Canada compared with 3.4 in 1968. The number of automobile crossings represents the equivalent of 2.0 trips to the United States for each car registered in Canada during 1969, the same as in 1968.

The number of Canadians returning in automobiles totalled 30,283,000 in 1969, up from 29,454,000 in the previous year. These motorists spent an estimated \$495.9 million in the United States, 15.6 per cent more than in 1968. The average expenditure per person

travelling by car increased to \$16.40 in 1969 from \$14.60 the previous year. Spending per person per day rose slightly to \$6.40

Plane. — The number of Canadians returning by plane surpassed the million mark in 1969 when 1,200,900 trips were made to the United States, 29.4 per cent more than 1968. Higher average spending per visit brought expenditures to \$261.1 million. The mean outlay per trip stood at \$217.50 up from \$187.00 in 1968. The average was mainly influenced by longer stays in the United States, approximately 2 days more. The average spending per person per day was actually lower in 1969 (\$20.90) as compared to 1968 (\$22.00). The higher spending in the second quarter of the year was influenced to some extent by the Air Canada strike which resulted in a much higher proportion of transportation fares going to foreign carriers than the previous year, (expenditures include fares paid to foreign carriers but not to Canadian carriers).

Bus. — A total of 689,800 Canadians re-entered Canada by bus in 1969, an increase of 13.3 per cent over 1968. Bus travellers spent an estimated \$66.1 million, up 25.7 per cent over the preceding year. The average outlay per trip in the United States was \$95.80 and per diem spending came to \$13.10 in 1969. This can be compared to \$86.30 and \$11.00 in 1968.

Rail. — Canadians returning from visits by rail numbered 115,000 in 1969, a decrease of 15.7 per cent. Total spending amounted to \$16.1 million, down 13.4 per cent. The average expenditure per visit rose \$3.70 to \$139.90 in 1969.

Boat. — A decrease was shown in the number of boat trips to the United States while higher average spending brought an increase in total expenditures as 131,800 residents spent \$4.8 million. This amounted to an average of \$36.60 per visit or \$7.70 per day.

Other travellers. — The category "other travellers" includes visits by pedestrians, persons in commercial trucks and local buses, residents on bicycles and motorcycles, etc. In 1969, this residual group represented 9 per cent or 3,021,000 of the total visits but only one per cent or \$7.6 million of the total expenditures, increases over 1968 in both volume and expenditures. The average expenditure per visit for the category "other travellers" came to \$2.50.

Province of Residence

Estimates of the number and expenditures by province of residence are illustrated in Table 53. It should be noted that estimates for Canadian motorists leaving and returning on the same day and "other

travellers", are based on province of re-entry. These two categories are excluded in this analysis and in the above Table.

In 1969, some 495,000 residents of the Atlantic Provinces spent \$35.3 million in the United States. This represents increases over 1968 of 3.1 per cent in numbers and 30.7 per cent in expenditures. The number of visits lasting one or more nights represents approximately 25 per cent of the population of the Atlantic Provinces, in 1969 and visitors spent an average of \$71.30 per trip, \$15.00 more than in 1968.

A total of 3,346,000 persons residing in the province of Quebec visited the United States and spent \$225.2 million in 1969. The number of visits represents 56 per cent of the population of Quebec and shows that these residents make more long-term trips per capita to the United States than any other region. The average expenditure per visit \$67.30 compares with \$60.30 in 1968.

Ontario was the province of residence of 37 per cent of the Canadians returning from the United States after one or more nights. The 3,503,000 visits form 47 per cent of the population of that province. Estimated expenditures attributed to residents of Ontario was 45 per cent or \$358.7 million of the total spending by Canadians. The average outlay per trip in 1969 of \$102.40 compared with \$86.40 in 1968.

Visits made by residents of the Prairie Provinces numbered 1,138,000 in 1969 or one third of the population of the three provinces. Almost half of these visits were made by residents of Alberta who spent more per trip than those from any other province (\$104.00). Expenditures were estimated at \$34.3 million for residents of Manitoba, \$19.1 million for Saskatchewan and \$52.0 million for Alberta.

Residents of British Columbia and the Yukon Territory made 1,005,000 visits to the United States for one or more nights which is about 48 per cent of their population. Spending by each traveller averaged \$73.60 per visit bringing total spending to \$74.0 million in 1969 compared with \$62.6 million in 1968.

Region of Destination

In 1968 and 1969 for the first time boat traffic was included in the analysis. The destinations of the respondents are tabulated from the question "Town and city and state where most of your time was spent". If

more than one state of destination was indicated, the information was weighted and combined in the appropriate state for the analysis.

In 1969, the New England region was the main destination of 29.9 per cent of the visits by Canadians in the United States. The Middle Atlantic, Pacific and South Atlantic regions followed with 20.6, 13.3 and 12.1 per cent respectively. The largest proportion of automobile traffic went to the New England region (35 per cent), whereas the Middle Atlantic area attracted the largest number of non-automobile travellers (25 per cent). The non-automobile traffic was more dispersed by region while the automobile traffic tended to be concentrated in the regions closest the border.

Purpose of Trip

The questionnaire survey asked the respondent to check the main reason for visiting the United States from a list of eight purposes, namely; business, formal study, health, holiday, shopping, in transit through the United States to or from other regions of Canada, visiting friends or relatives, and "other" purposes. Formal study and health were included with the "other" category in the analysis. Questionnaires indicating more than one main purpose of trip were weighted and combined in the appropriate category.

In 1968 and 1969, holiday was the main reason Canadian travellers visited the United States, 54.2 and 58.7 per cent respectively. Visiting friends or relatives came second with 25.5 per cent in 1969. A breakdown of total travellers shows that those travelling by automobile followed a pattern similar to that for the aggregate. On the other hand, non-automobile travellers showed business trips in second place (27.3 per cent in 1969) with visits to friends or relatives in third place in order of importance.

Length of Stay

In 1968 and 1969, boat traffic was included in the analysis by length of stay. Canadians stayed 64.8 million nights in the United States during 1969, an increase of 21 per cent over 1968. The number of nights are calculated from the questionnaire survey using all persons staying one or more nights in the United States, therefore 9,326,500 residents stayed 64,843,600 nights in 1969 or an average of 7 nights per trip. Travellers by automobile remained on the average 6.4 nights in the United States, by plane 9.7 nights, by bus 7.3, by rail 11.6, and by boat 4.6 nights.

SECTION III

Overseas Visitors to Canada

Summary

Overseas visitors to Canada entering both directly and via the United States numbered 463,200 and estimated receipts from these visitors amounted to \$113 million, including transportation fares of \$33 million paid to Canadian carriers. This represented an increase of 28 per cent in the number of visits and 30 per cent in expenditures when compared with 1968; however the base figures are small in comparison with United States visitors and the percentage increases must be viewed with this in mind. Although the number and expenditures of overseas visitors to Canada in 1969 showed relatively large gains from the preceding year, they both represent declines from the record number of visitors and expenditures in Canada that marked Centennial Year. The number of overseas visitors to Canada in 1969 was almost 22 per cent below the record number of 590,300 visitors attracted to Canada in 1967; expenditures were \$41 million less than the \$154 million spent during 1967.

Overseas visitors stayed an estimated 9.0 million nights and their average expenditure per visit rose by \$21 to \$173, while the average nights stay was almost unchanged from the previous year, 19.4 nights compared with 19.9 nights in 1968.

In 1969, some 31 per cent of the overseas visitors were from the United Kingdom and the group of countries comprising the O.E.C.D. in Europe accounted for 35 per cent, dominated by Germany and France which accounted for 42 per cent of total visitors from the O.E.C.D. countries in Europe. Estimated expenditures by area of residence show that visitors from the United Kingdom spent \$29 million and the O.E.C.D. countries in Europe spent \$40 million, with Germany and France contributing 41 per cent of total expenditures by the O.E.C.D. countries in Europe.

The main province of destination for overseas visitors in 1969 was Ontario accounting for 41.9 per cent, followed by Quebec with 28.8 per cent. British Columbia was the main province of destination for 13.1 per cent, the Prairie Provinces 6.2 per cent, the Atlantic Provinces 2.5 per cent and the remaining 7.6 per cent were classified as "touring".

Port of Entry

The number of overseas visitors to Canada is obtained from a frontier check by immigration or customs officials. An arrival/departure card (IMM-700) is used primarily as a control document to record the entry and departure of visitors. A secondary use of the card is to gather data on the composition of non-immigrant

traffic from overseas. The form is completed for persons 18 years of age and over, children are shown on the form covering the parent on whose passport their names appear. If a child is travelling on his own passport a separate form is required. Information on the month of arrival, port of entry, country of residence, province of destination and the category to which the arrival is allotted are tabulated from the IMM-700 forms. The figures cross-classified in the statements and tables include all persons entering Canada as non-immigrants with the exceptions of United States residents, crew members on shore leave, students, diplomats, and persons holding courtesy visas. Also excluded are most persons in transit and persons in Canada for less than 24 hours. Data on the number of entries are released monthly on a special statement "Non-Immigrant Visitors Entering Canada from Overseas Countries at Principal Ports of Entry classified by Country of Residence" (No. 2307-512). Commencing in 1970 data will also be available by province of entry.

An analysis of visitors from overseas countries entering Canada at principal ports of entry, in 1969, shows the largest gains being recorded in selected ports in Ontario. The number of visitors entering Canada in 1969 direct and via the U.S. through the principal ports in Ontario was 199,300 an increase of 50,200 above the 149,100 entries in the previous year. A similar analysis of the principal ports in Quebec reveals that 169,600 overseas visitors entered in 1969 an increase of 31,000 entries over 1968. The largest absolute gains were registered by Toronto, Montreal and Vancouver airports, increases of 40,100, 24,900 and 9,900 respectively from the preceding year.

Area of Residence

The country of residence is based on the permanent residence of the visitor and does not necessarily mean the country of birth, nationality, or citizenship.

In 1969, United Kingdom travellers made 143,600 visits to Canada and spent an estimated \$29 million, increases of 25 per cent in the number of visitors and 26 per cent in expenditures when compared with the preceding year. Some 161,700 visitors to Canada during 1969 were residents of the group of countries represented in the O.E.C.D. countries in Europe and during their stay they spent an estimated \$40 million, increases of 31 per cent in the number of visitors and 25 per cent in estimated expenditures when compared with 1968. Overseas visitors from Germany and France together accounted for 42 per cent of the total visitors from O.E.C.D. countries and 41 per cent of their expenditures, practically unchanged from 1968.

The ten leading countries in terms of the number of overseas visitors to Canada during 1969 were the United Kingdom (143,600), Germany (35,300), France (32,500), The Netherlands (23,300), Japan (18,500), Italy (15,600), Australia (14,700), Mexico (10,000), Jamaica (9,400) and Poland (7,900). The rank order shifted slightly from 1968 with Australia which ranked 5th in 1968 declining to 7th position in 1969 while Japan advanced to 5th position from the 6th position it occupied in the previous year, and Italy advanced from 7th to 6th position, while all other countries remained unchanged from the preceding year.

Immigration Categories

An examination of overseas visitors entering Canada by immigration category shows that the largest group is the tourist and visitor class which would include all persons entering Canada for purposes of recreation, to visit friends and relatives, and for purposes other than the categories of workers, in transit, entertainers, and seamen. The group "other" includes those visitors entering for medical purposes as well as religious personnel.

In 1969, a total of 370,300 overseas visitor arrivals were estimated as tourists or visitors an increase of 26 per cent above the 293,800 estimated for this category in 1968. The group "temporary and seasonal workers" accounted for 57,800 visitors an increase of almost 36 per cent from the previous year. This group includes persons entering for business trips, and such seasonal occupations as tobacco, potato and fruit pickers, harvesters, etc. The "in transit category" which numbered 19,800 in 1969 includes overseas residents travelling through Canada to the United States or other countries. Entertainers documented at the border numbered 3,100 and seamen entering Canada to form a crew but not for the purposes of shore leave amounted to 11,400.

Province of Destination

A specially designed questionnaire is distributed to overseas visitors entering Canada, either direct or via the United States, at the point of entry. Data on the province of destination of overseas visitors are derived from the question, "What was your main destination in Canada". Questionnaires from respondents reporting more than one destination are shown under the heading "touring".

During 1969, some 193,900 overseas visitors gave Ontario as their main province of destination. Although this represented an increase of about 23 per cent from

the previous year it actually was a decrease in the percentage share attributed to Ontario in 1968, declining from a share of 43.4 per cent in 1968 to 41.9 per cent in 1969. Of the \$80 million spent in Canada in 1969 by overseas visitors Ontario received the largest share \$30.6 million or 38.5 per cent compared to the \$22.6 million or 40.9 per cent share obtained in 1968. Quebec received \$24.5 million or 30.7 per cent of total overseas visitor spending during 1969 compared to the \$19.4 million or 35.2 per cent share acquired in the previous year. The percentage distribution by province varied greatly depending on the country or area of residence. Of the visitors residing within O.E.C.D. countries in Europe, for example, 38.5 per cent gave Ontario and another 35.2 per cent gave Quebec as their main province of destination. Arrivals from France influenced the total for the O.E.C.D. countries in Europe accounting for 40 per cent of the total giving Quebec as their main destination. Of the visitors from the United Kingdom 54 per cent gave Ontario as their main destination followed by Quebec which received about 14 per cent of the overseas visitors from the United Kingdom in 1969.

Length of Stay

The length of stay for overseas visitors in Canada is estimated on the basis of the questionnaire survey. The respondent is asked the number of nights spent in Canada on this trip. From this information the number of nights stay is tabulated and the data are weighted to known traffic densities by country of residence.

The average nights spent in Canada for overseas visitors in 1969 was 19 nights a decrease of one night from the previous year but a gain of 3 nights above the average for 1967. The total nights spent in Canada by overseas visitors in 1969 were estimated at 9.0 million an increase of 1.8 million from the estimated 7.2 million nights spent in Canada during 1968 but a slight decrease from the 9.2 million nights estimated for 1967. The average nights spent varied by area of residence, with overseas visitors from The Netherlands recording the longest periods both in 1968 and 1969 with an average of 28 nights in 1969 and an estimated 30 nights registered in the preceding year. Visitors from the United Kingdom stayed an average of 23 nights in 1969 a decrease of one night from 1968. Germany and France each recorded an increase of one night in their 1969 length of stay when compared to the previous year. Visitors from Germany stayed an average of 22 nights while visitors from France remained for an average of 15 nights in 1969.

SECTION IV

Canadian Travel in Overseas Areas

Canadian residents in overseas countries

In 1969, Canadian residents returning from overseas countries numbered 851,700 and estimated expenditures by these visitors to overseas areas amounted to \$399 million, including \$112 million in transoceanic transportation fares paid to overseas carriers. The rate of increase in numbers was more pronounced than the two preceding years increasing by 33.5 per cent in 1969 compared to the gains of 22.2 per cent in 1968 and 3.8 per cent in 1967. Net expenditures of Canadian travellers overseas estimated at \$399 million in 1969 increased by \$101 million or 33.9 per cent above the 1968 estimate of \$298 million. In 1968 Canadian payments in overseas areas increased by \$30 million or 11.2 per cent above the \$268 million spent during Centennial Year. Gross expenditures by Canadians travelling overseas in 1969 (including fares paid to domestic carriers in addition to foreign carriers) amounted to almost \$580 million. The average outlay per person was \$680 compared with \$697 in the previous year.

A total of 731,738 residents returned direct to Canada during the year 1969, 36 per cent more than in 1968. Net expenditures by direct re-entries were estimated at \$339.7 million, an increase of 34 per cent above 1968. An estimated 120,000 Canadians returned from overseas countries via the United States and their expenditures totalled \$59.4 million in 1969. This represents an increase of 20 per cent in numbers and 34 per cent in expenditures over 1968.

Port of Re-entry

The numbers of Canadians returning direct from overseas countries are obtained and tabulated from reports submitted by Customs and Immigration officials. Residents are counted at the point of re-entry to Canada and from the name of the port some distinction between air and sea travel can be established. The category "all other ports" is made up mainly of airports but does include some seaports.

The proportion of Canadians returning direct from overseas at major airports was 97 per cent of the total in 1969 compared with 96 per cent in the previous year and 94 per cent in Centennial year. Re-entries at principal airports totalled 707,620, some 36.8 per cent more than in 1968. All airports with the exception of Winnipeg showed increases above the preceding year.

Re-entries at the specified seaports have been decreasing during the past five years and in 1969 amounted to 1.4 per cent of the total volume compared

with 5.5 per cent in 1965. A total of 10,447 Canadians returned direct at the three main seaports in 1969, a decrease of 891 persons or almost 8 per cent less than in 1968.

Province of Residence

A questionnaire is distributed to a sample of Canadians returning from overseas countries both directly and via the United States at the point of re-entry to Canada. Data on the province of residence of Canadians returning from overseas countries are tabulated from the question "City or town and province in which you reside". In 1969, 54.0 per cent of the Canadians re-entering from overseas countries resided in Ontario, unchanged from the proportion in 1968. The percentage of Quebec residents at just over 18 per cent, was virtually unchanged from 1968.

Area of Destination

The results from the tabulation of questionnaires pertaining to the areas of destination of Canadians returning from overseas trips show that 24.7 per cent visited the United Kingdom a slight increase from the 24.3 per cent in 1968. Canadians returning from joint trips to both the United Kingdom and other O.E.C.D. countries in Europe accounted for 15.9 per cent in 1969 down from the 18.9 per cent in the previous year. Canadian residents returning from trips to countries comprising other O.E.C.D. countries in Europe made up 18.5 per cent of total re-entries a slight increase from the 17.8 per cent in 1968. Bermuda and the Caribbean, Hawaii, and Mexico all recorded small decreases in the percentage of Canadians returning in 1969 when compared with the previous year. Travellers who visited more than one area of destination are included in the figures for "all other countries". This category appears to be increasing in importance during the last few years, accounting for 14.6 per cent in 1969 a large increase from the 9.2 per cent recorded in 1968, and a further breakout of this figure is desirable when the statistical coverage of this area is strengthened.

Purpose of Trip

Canadians travelled to overseas countries mainly for recreation and holiday. In 1969, respondents reporting this purpose accounted for 56.5 per cent of the total compared with 55.4 in the previous year. Visiting friends or relatives was the purpose of trip reported by 31.5 per cent of Canadian re-entries a slight decline from the 31.9 per cent in 1968. Business trips accounted for 10.0 per cent of Canadian visitors overseas, almost unchanged from 10.1 per cent in the

previous year. Trips to visit friends or relatives show higher percentages for Canadians returning from the United Kingdom only, 55.9 per cent and other European countries only 47.4 per cent. Joint visits to the United Kingdom and other European countries were mainly for holiday and recreation 60.8 per cent. The majority of Canadians visiting Bermuda and the Caribbean, Hawaii, and Mexico also reported holiday and recreation as their main purpose of trip, each reporting between 82 and 87 per cent for this purpose.

Length of Stay

The length of stay for Canadians returning from overseas countries is also obtained from the questionnaire survey. In 1969, the average nights stay for Canadians visiting the United Kingdom only, was esti-

mated at 25 nights while visits to the joint areas of the United Kingdom and other O.E.C.D. in Europe averaged an estimated 33 nights. The averages in both cases were somewhat smaller than the previous year. The response to the questionnaires show that Canadians visiting other O.E.C.D. countries in Europe only, remained an average of 30 nights unchanged from the 1968 average. The average time spent in Bermuda and the Caribbean was 12 nights a decline of one night from the preceding year, while trips to Hawaii and Mexico were an average of 18 and 19 nights, respectively. From the averages, the total nights spent by Canadians in overseas countries in 1969 were estimated at 21,814,000 an average stay of 26 nights, one night less than in 1968. Small year-to-year changes should not be given undue weight; although not measurable such changes could well be within the expected margin of error of the sample.

CHART - I

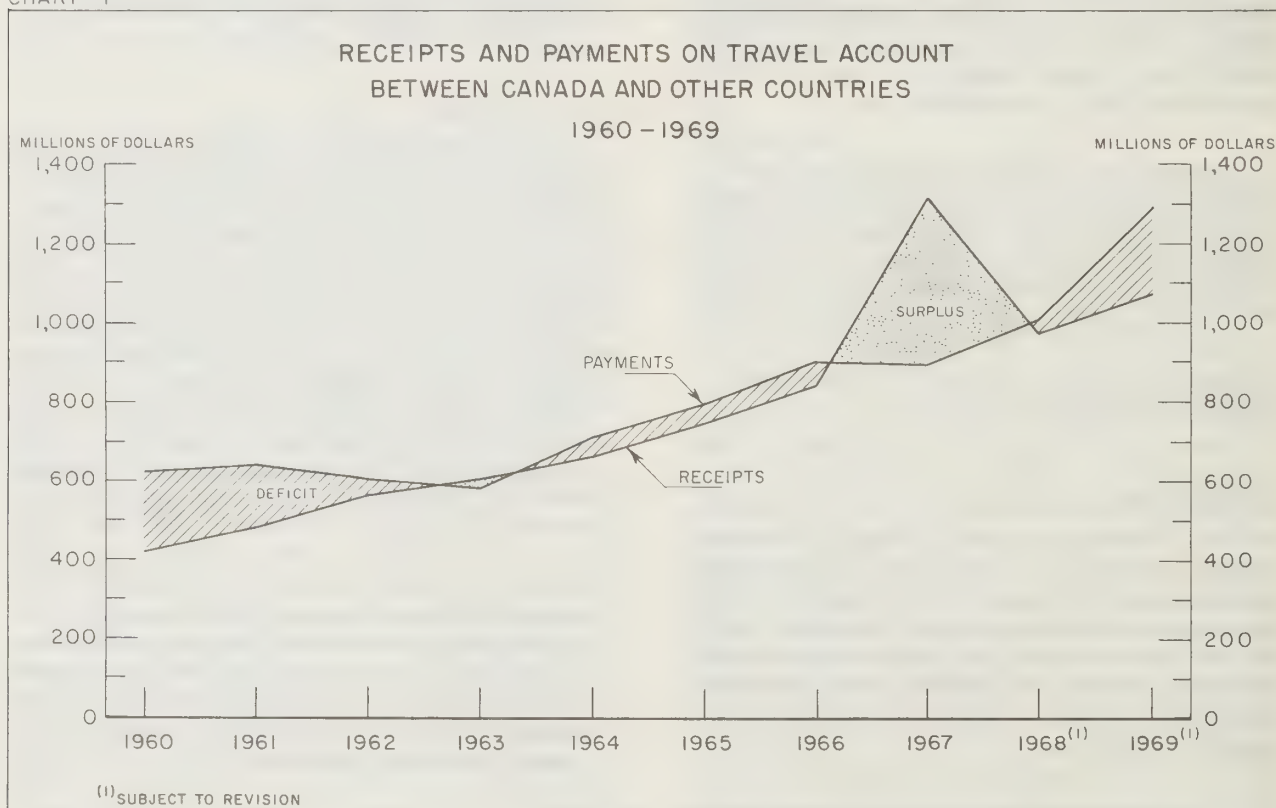


CHART-2

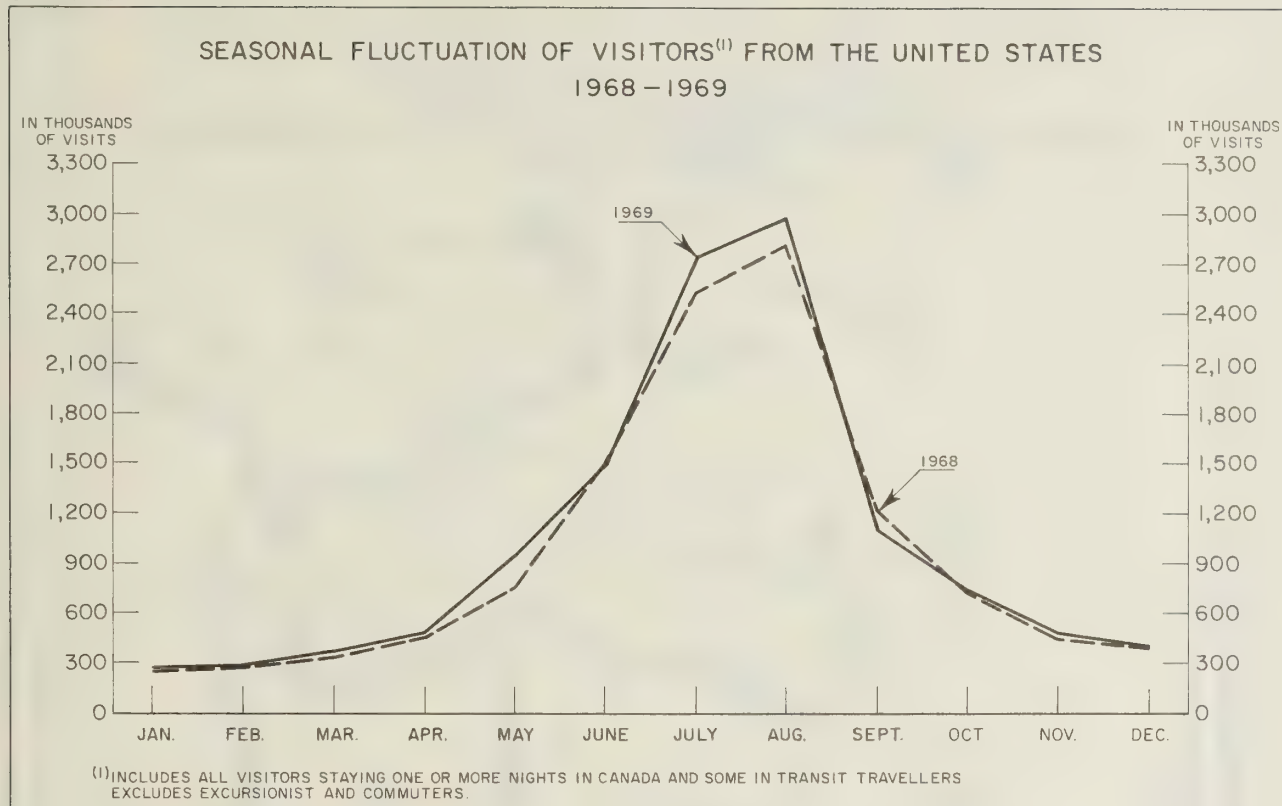
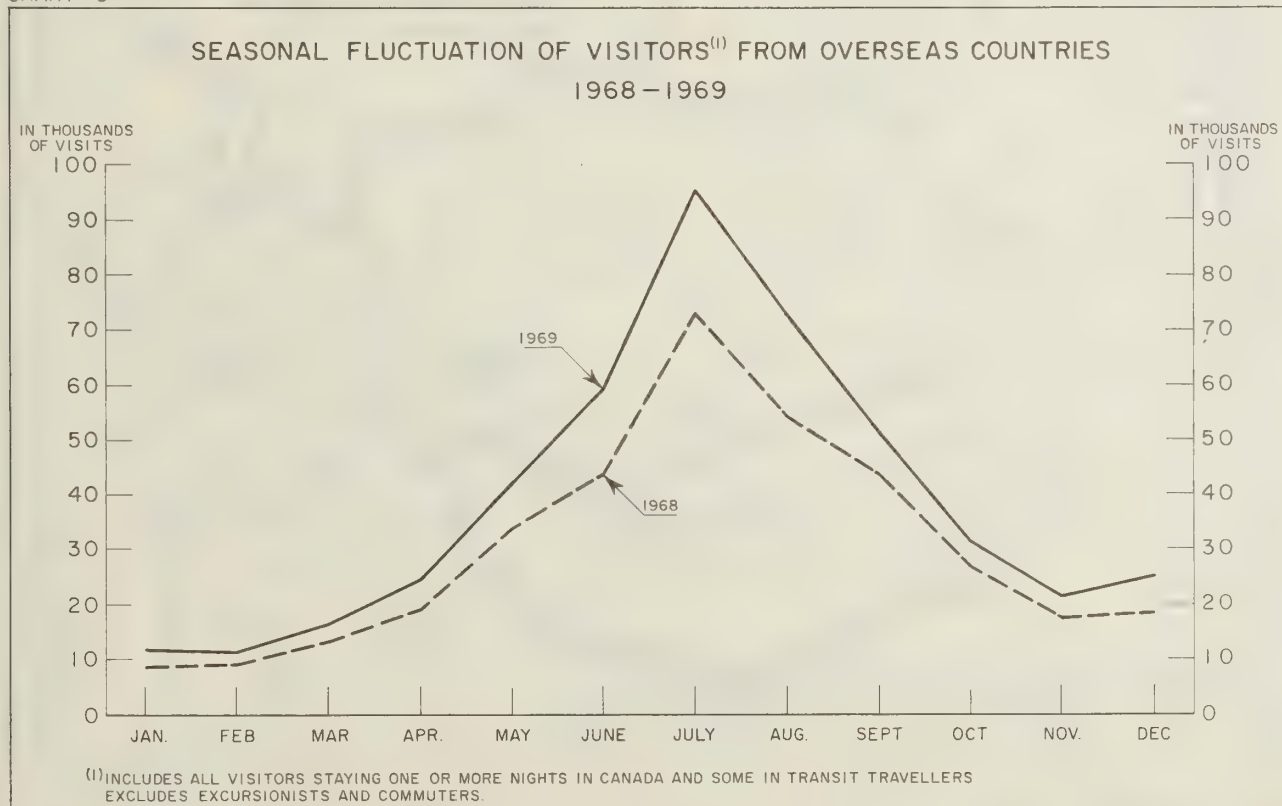
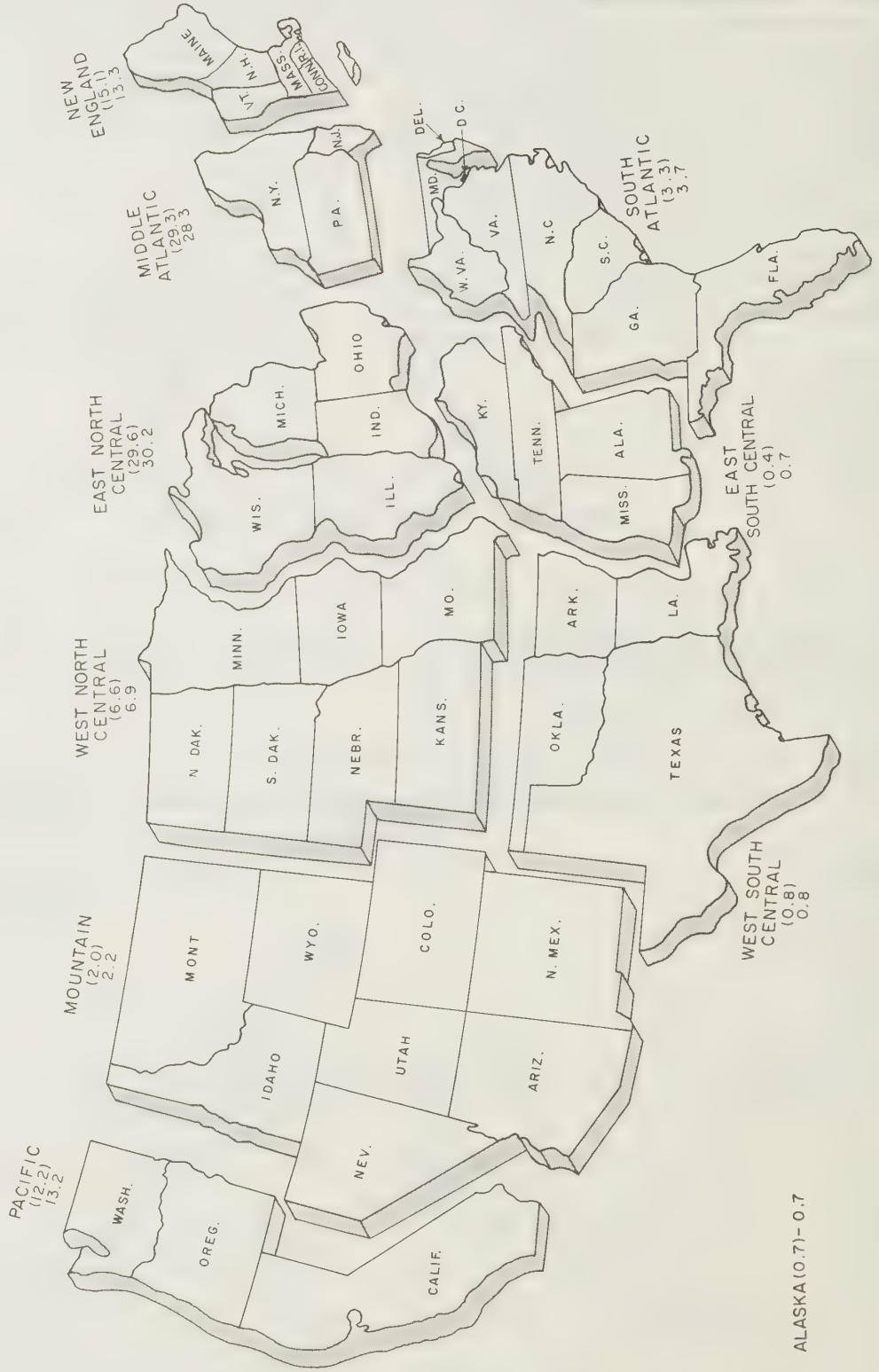


CHART-3



MAP-1

ORIGIN OF UNITED STATES* AUTOMOBILES ENTERING CANADA FOR A STAY OF ONE OR MORE NIGHTS 1968⁽¹⁾-1969



(PERCENTAGE OF TOTAL ENTRIES)

* CONTINENTAL UNITED STATES
(1) 1968 FIGURE IN BRACKET

Map 2

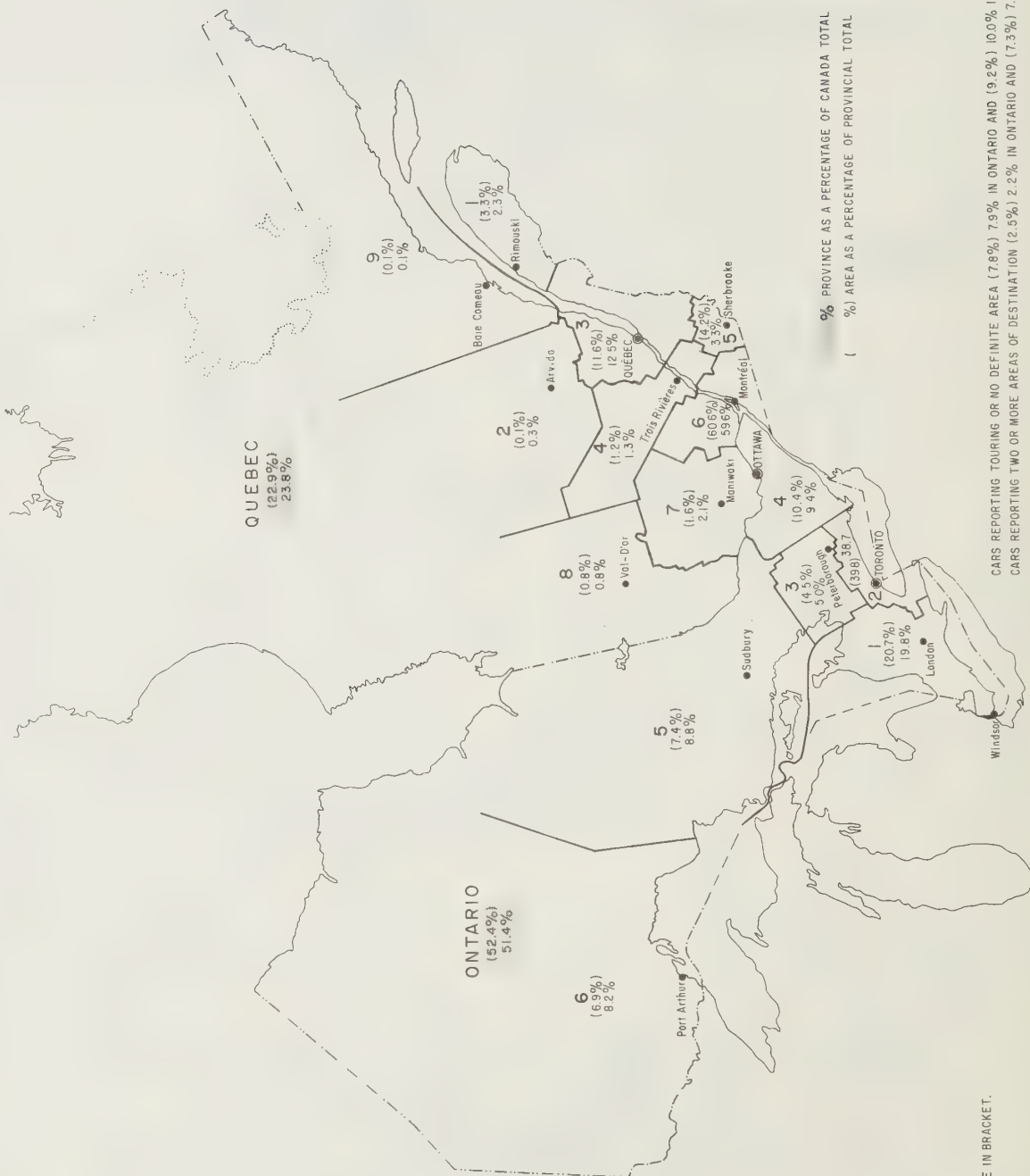
PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES
IN CANADA FOR ONE OR MORE NIGHTS
BY PROVINCIAL AREAS OF DESTINATION
NEWFOUNDLAND, PRINCE EDWARD ISLAND, NOVA SCOTIA AND NEW BRUNSWICK
YEARS 1968⁽¹⁾ AND 1969



(1) (1968) FIGURE IN BRACKET

PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA FOR ONE OR MORE NIGHTS BY PROVINCIAL AREAS OF DESTINATION — ONTARIO AND QUEBEC

YEARS 1968⁽¹⁾ AND 1969



(1) (1968) FIGURE IN BRACKET.

CARS REPORTING TOURING OR NO DEFINITE AREA (7.8%) 7.9% IN ONTARIO AND (9.2%) 10.0% IN QUEBEC.
CARS REPORTING TWO OR MORE AREAS OF DESTINATION (2.5%) 2.2% IN ONTARIO AND (7.3%) 7.7% IN QUEBEC.

PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA FOR ONE OR MORE NIGHTS BY PROVINCIAL AREAS OF DESTINATION — MANITOBA, SASKATCHEWAN AND ALBERTA

YEARS 1968⁽¹⁾ AND 1969

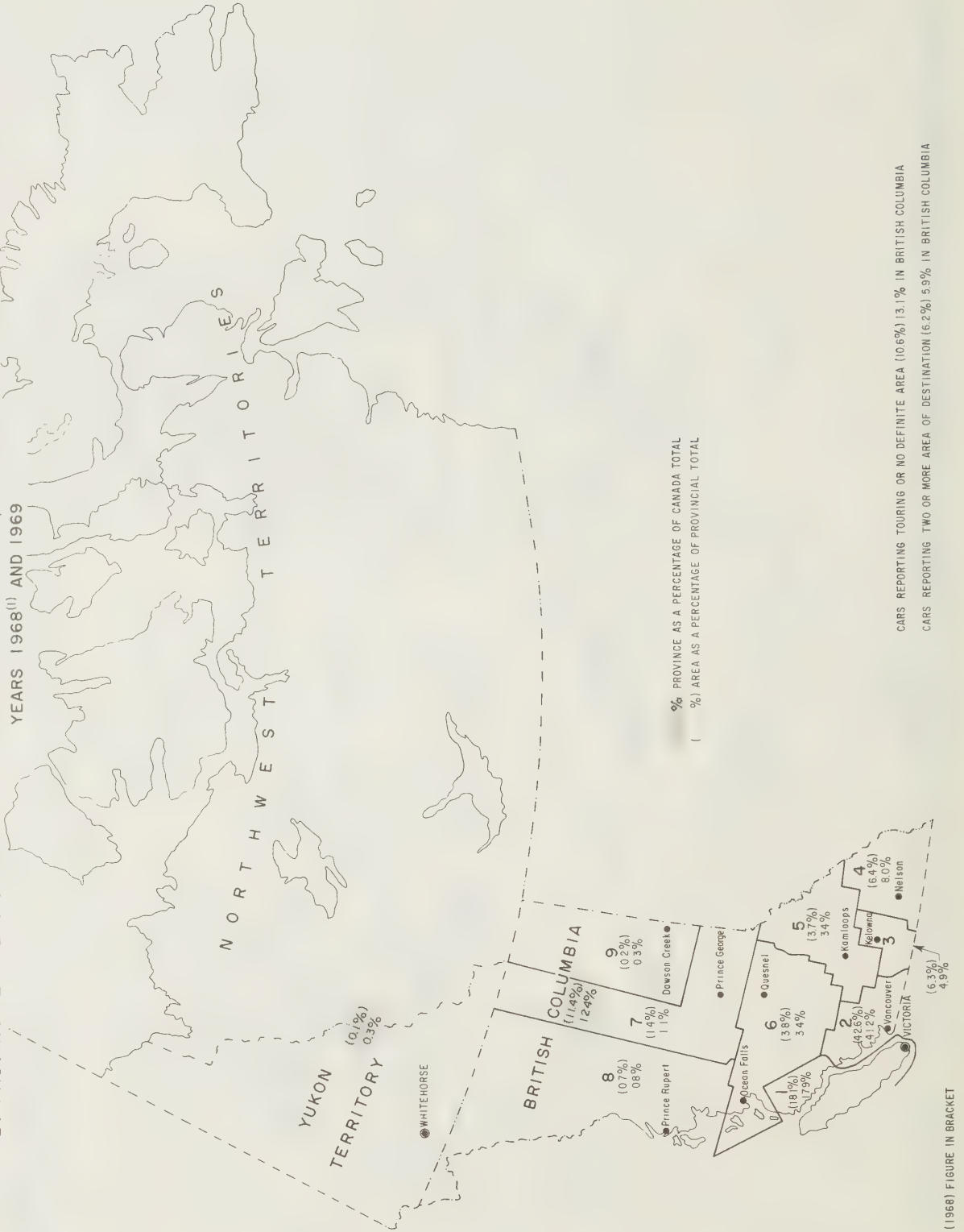
% PROVINCE AS A PERCENTAGE OF CANADA TOTAL
() % AREA AS A PERCENTAGE OF PROVINCIAL TOTAL

(1) 1968

CARS REPORTING TOURING OR NO DEFINITE AREA (6.2%) 6.4% IN MANITOBA (9.8%) 4.6% IN SASKATCHEWAN AND (10.3%) 13.4% IN ALBERTA
CARS REPORTING TWO OR MORE AREAS OF DESTINATION (4.2%) 1.8% IN MANITOBA (0.7%) 0.7% IN SASKATCHEWAN
AND (7.0%) 8.0% IN ALBERTA

Map 5

PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA FOR ONE OR MORE NIGHTS BY PROVINCIAL AREAS OF DESTINATION—BRITISH COLUMBIA, YUKON AND NORTHWEST TERRITORIES YEARS 1968⁽¹⁾ AND 1969



(1) (1968) FIGURE IN BRACKET

CARS REPORTING TOURING OR NO DEFINITE AREA (10.6%) | 13.1% IN BRITISH COLUMBIA
 CARS REPORTING TWO OR MORE AREA OF DESTINATION (6.2%) | 5.9% IN BRITISH COLUMBIA

TABLES

CANADIAN TOTALS

SUMMARY TABLES

**TABLE 1. Balance of Payments on Travel Account Between Canada and Other Countries,
1930 - 69**
Net credits + Net debits -

Year	Account with United States			Account with overseas countries			Account with all countries		
	Receipts	Payments ¹	Balance	Receipts	Payments	Balance	Receipts	Payments	Balance
	millions of dollars								
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462	- 87	45	165	- 120	420	627	- 207
1961	435	459	- 24	47	183	- 136	482	642	- 160
1962	512	419	+ 93	50	186	- 136	562	605	- 43
1963	549	388	+ 161	60	197	- 137	609	585	+ 24
1964	590	481	+ 109	72	231	- 159	662	712	- 50
1965	660	548	+ 112	87	248	- 161	747	796	- 49
1966	730	628	+ 102	110	272	- 162	840	900	- 60
1967	1,164	627	+ 537	154	268	- 114	1,318	895	+ 423
1968 ²	891	710	+ 181	87	298	- 211	978	1,008	- 30
1969 ²	961	893	+ 68	113	399	- 286	1,074	1,292	- 218

¹ Data for the years 1960-69 include Hawaii.

² Subject to revision.

**TABLE 2. Estimates of the Balance of Payments on Travel Account
Between Canada and Other Countries, Quarterly, 1960 - 1969**

Year	First quarter	Second quarter	Third quarter	Fourth quarter	Total
millions of dollars					
Quarterly receipts:					
1960.....	36	91	221	72	420
1961.....	39	103	255	85	482
1962.....	46	127	297	92	562
1963.....	51	129	325	104	609
1964.....	59	140	351	112	662
1965.....	63	158	415	111	747
1966.....	74	183	455	128	840
1967.....	82	347	723	166	1,318
1968 ¹	81	230	539	128	978
1969 ¹	86	250	581	157	1,074
Per cent of year:					
1960.....	8.6	21.7	52.6	17.1	100.0
1961.....	8.1	21.4	52.9	17.6	100.0
1962.....	8.2	22.6	52.8	16.4	100.0
1963.....	8.4	21.2	53.3	17.1	100.0
1964.....	8.9	21.2	53.0	16.9	100.0
1965.....	8.4	21.1	55.6	14.9	100.0
1966.....	8.8	21.8	54.2	15.2	100.0
1967.....	6.2	26.3	54.9	12.6	100.0
1968 ¹	8.3	23.5	55.1	13.1	100.0
1969 ¹	8.0	23.3	54.1	14.6	100.0
Quarterly payments:					
1960.....	119	168	213	127	627
1961.....	129	168	220	125	642
1962.....	126	182	197	100	605
1963.....	114	158	204	109	585
1964.....	150	187	238	137	712
1965.....	157	219	276	144	796
1966.....	191	239	315	155	900
1967.....	196	246	298	155	895
1968 ¹	216	246	375	171	1,008
1969 ¹	268	341	476	207	1,292
Per cent of year:					
1960.....	19.0	26.8	34.0	20.2	100.0
1961.....	20.1	26.2	34.2	19.5	100.0
1962.....	20.8	30.1	32.6	16.5	100.0
1963.....	19.5	27.0	34.9	18.6	100.0
1964.....	21.1	26.3	33.4	19.2	100.0
1965.....	19.7	27.5	34.7	18.1	100.0
1966.....	21.2	26.6	35.0	17.2	100.0
1967.....	21.9	27.5	33.3	17.3	100.0
1968 ¹	21.4	24.4	37.2	17.0	100.0
1969 ¹	20.7	26.4	36.9	16.0	100.0
Quarterly balance (Net credits + Net debits -):					
1960.....	- 83	- 77	+ 8	- 55	- 207
1961.....	- 90	- 65	+ 35	- 40	- 160
1962.....	- 80	- 55	+ 100	- 8	- 43
1963.....	- 63	- 29	+ 121	- 5	+ 24
1964.....	- 91	- 47	+ 113	- 25	- 50
1965.....	- 94	- 61	+ 139	- 33	- 49
1966.....	- 117	- 56	+ 140	- 27	- 60
1967.....	- 114	+ 101	+ 425	+ 11	+ 423
1968 ¹	- 135	- 16	+ 164	- 43	- 30
1969 ¹	- 182	- 91	+ 105	- 50	- 218

¹ Subject to revision.

TABLE 3. Balance of Payments on Travel Account Between Canada and Overseas Countries,¹ 1968 and 1969²

	All overseas countries		United Kingdom		Other sterling area		Other OECD in Europe		All other countries	
	1968	1969	1968	1969	1968	1969	1968	1969	1968	1969
	millions of dollars									
Receipts	87	113	23	29	13	18	32	40	19	26
Payments	298	399	103	145	41	52	121	153	33	49
Net balance	- 211	- 286	- 80	- 116	- 28	- 34	- 89	- 113	- 14	- 23

¹ Excludes Hawaii.

² Subject to revision.

TABLE 4. Total Number of Visitor Arrivals and Days Spent in Canada, 1967-69

	1967		1968		1969	
	Arrivals	Days stay	Arrivals	Days stay	Arrivals	Days stay
United States:						
Entering and leaving same day	24, 511, 200	24, 511, 200	23, 067, 900	23, 067, 900	23, 453, 300	23, 453, 300
One or more nights in Canada	15, 464, 400	87, 990, 800	11, 707, 900	69, 411, 400	12, 312, 300	71, 937, 600
Overseas countries	590, 300	9, 799, 000	362, 400	7, 558, 500	463, 200	9, 428, 700
Totals	40, 565, 900	122, 301, 000	35, 138, 200	100, 037, 800	36, 228, 800	104, 819, 600

TABLE 5. Total Number of Residents Returning to Canada and Days Spent Abroad, 1967-69

	1967		1968		1969	
	Re-entries	Days stay	Re-entries	Days stay	Re-entries	Days stay
United States:						
Leaving and returning same day	24, 708, 900	24, 708, 900	25, 469, 000	25, 469, 000	26, 115, 200	26, 115, 200
One or more nights in U.S.	7, 791, 000	59, 296, 200	8, 479, 500	62, 054, 700	9, 326, 500	74, 170, 100
Overseas countries	522, 100	13, 415, 100	638, 200	16, 933, 400	851, 700	22, 665, 700
Totals	33, 022, 000	97, 420, 200	34, 586, 700	104, 457, 100	36, 293, 400	122, 951, 000

TABLES

CANADIAN TOTALS

UNITED STATES VISITORS

TABLE 6. United States Visitors in Canada by Type of Transportation, 1965 - 69

Type of transportation	1965	1966	1967	1968	1969
thousands of visits					
Short-term traffic (entering and leaving same day)					
Automobile	15,831	15,829	19,848	20,595	20,733
Non-automobile:					
Plane	39	38	56	57	115
Bus	126	120	262	237	262
Rail	192	148	66	48	33
Boat	304	218	300	314	250
Other travellers (pedestrians, local bus, etc.)	5,507	6,154	3,980	1,817	2,061
Totals, non-automobile	6,168	6,678	4,664	2,473	2,721
Totals (short-term)	21,999	22,507	24,512	23,068	23,454
Long-term traffic (one or more nights in Canada)					
Automobile	10,373	11,039	12,597	9,736	10,246
Non-automobile:					
Plane	585	672	1,121	936	1,018
Bus	505	578	1,196	607	605
Rail	215	196	243	173	165
Boat	210	333	307	256	278
Totals, non-automobile	1,515	1,779	2,867	1,972	2,066
Totals (long-term)	11,888	12,818	15,464	11,708	12,312
Grand totals	33,887	35,325	39,976	34,776	35,766

TABLE 7. Number and Expenditures of United States Visitors in Canada, classified by Length of Stay and Type of Transportation, 1968 and 1969

Type of transportation	Number of visits				Estimated expenditures ¹			
	1968		1969		1968		1969	
	Thousands of visits	Per cent of grand total	Thousands of visits	Per cent of grand total	Millions of dollars	Per cent of grand total	Millions of dollars	Per cent of grand total
Short-term traffic (entering and leaving same day)								
Automobile	20,595	59	20,733	58	99.1	11	98.5	10
Non-automobile: ²								
Plane	57	--	115	--	1.7	--	2.3	--
Bus	237	1	262	1	1.8	--	1.8	--
Rail	48	--	33	--	0.4	--	0.1	--
Boat	314	1	250	1	1.8	--	1.2	--
Other travellers (pedestrians, local bus, etc.)	1,817	5	2,061	6	15.2 ³	2	17.2 ³	2
Totals, non-automobile	2,473	7	2,721	8	20.9	2	22.6	2
Totals (short-term)	23,068	66	23,454	66	120.0	13	121.1	12
Long-term traffic (one or more nights in Canada)								
Automobile:								
Two or more nights in Canada	7,357	21	7,873	22	457.1	51	513.4	53
One night in Canada	2,379	7	2,373	7	43.7	5	48.2	5
Totals, automobile	9,736	28	10,246	29	500.8	56	561.6	58
Non-automobile:								
Plane	936	3	1,018	3	156.2	18	159.4	17
Bus	607	2	605	2	69.2	8	78.3	8
Rail	173	1	165	--	26.2	3	29.6	3
Boat	256	1	278	1	18.8	2	11.3	1
Totals, non-automobile	1,972	7	2,066	6	270.4	31	278.6	29
Totals (long-term)	11,708	35	12,312	35	771.2	87	840.2	87
Grand totals	34,776	100⁴	35,766	100⁴	891.2	100⁴	961.3	100⁴

¹ Subject to revision.

² Includes persons in transit by plane, bus and rail.

³ Includes transportation fares paid to Canadian carriers by United States residents in transit to overseas countries.

⁴ Percentages may not add due to rounding.

TABLE 8. Expenditures of United States Visitors in Canada, Quarterly, 1968 and 1969¹

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
1968					
Automobile:					
Two or more nights in Canada	23.0	92.7	293.9	47.5	457.1
One night in Canada	4.0	9.0	24.5	6.2	43.7
Entering and leaving same day	15.9	23.8	43.2	16.2	99.1
Totals	42.9	125.5	361.6	69.9	599.9
Non-automobile:					
Plane	19.5	42.8	68.8	26.8	157.9
Bus	4.8	24.1	33.6	8.5	71.0
Rail	2.8	8.0	12.7	3.1	26.6
Boat	0.2	2.4	17.1	0.9	20.6
Other travellers ² (pedestrians, local bus, etc.)	1.9	3.0	7.7	2.6	15.2
Totals	29.2	80.3	139.9	41.9	291.3
Grand totals	72.1	205.8	501.5	111.8	891.2
1969					
Automobile:					
Two or more nights in Canada	23.0	108.8	316.9	64.7	513.4
One night in Canada	3.7	10.1	27.6	6.8	48.2
Entering and leaving same day	12.8	24.1	43.0	18.6	98.5
Totals	39.5	143.0	387.5	90.1	660.1
Non-automobile:					
Plane	25.5	40.9	64.5	30.8	161.7
Bus	3.8	17.0	49.8	9.5	80.1
Rail	3.7	12.3	10.6	3.1	29.7
Boat	0.2	2.6	9.3	0.4	12.5
Other travellers ² (pedestrians, local bus, etc.)	2.0	4.0	8.2	3.0	17.2
Totals	35.2	76.8	142.4	46.8	301.2
Grand totals	74.7	219.8	529.9	136.9	961.3

¹ Subject to revision.

² Includes transportation fares paid to Canadian carriers by United States residents in transit to overseas countries.

TABLE 9. Average Expenditure and Length of Stay of United States Travellers in Canada, by Type of Transportation, 1968 and 1969

Type of transportation	Average expenditure per person day		Average length of stay per person	
	1968	1969	1968	1969
\$				
Automobile:				
Same day	4.80	4.80	1.0	1.0
One or more nights	8.90	9.70	5.8	5.6
Totals	7.80	8.40	2.5	2.5
Non-automobile:				
Plane	25.90	24.70	6.2	5.8
Bus	16.30	16.60	5.9	6.4
Rail	19.60	19.40	7.2	9.0
Boat	10.70	7.50	3.4	3.2
Other travellers (pedestrians, local bus, etc.)	5.10	5.40	1.0	1.0
Totals	18.30	17.70	3.6	3.6
Grand totals	9.60	10.00	2.7	2.7

**TABLE 10 A. Number and Expenditures of United States Motorists in Canada,
classified by Length of Visit, 1968¹**

Estimated days stay	Number of cars	Number of persons	Average persons per car	Number of person days	Estimated expendi- tures	Average expendi- ture per person	Average expendi- ture per person per day
1 ² day	8,390,500	20,595,200	2.40	20,595,200	99,104,000	4.80	4.80
2 days.....	966,700	2,378,600	2.50	4,757,200	43,658,000	18.40	9.20
3 "	709,200	2,003,200	2.80	6,009,600	58,342,000	29.10	9.70
4 "	481,600	1,353,000	2.80	5,412,000	56,479,000	41.70	10.40
5 "	297,300	839,900	2.80	4,199,500	44,363,000	52.80	10.60
6 "	205,200	569,400	2.80	3,416,500	36,655,000	64.40	10.70
7 "	180,400	537,200	3.00	3,760,400	39,742,000	74.00	10.60
8 "	203,100	625,800	3.10	5,006,400	51,311,000	82.00	10.20
9 "	107,900	305,300	2.80	2,747,700	27,529,000	90.20	10.00
10 "	64,600	194,400	3.00	1,944,000	17,046,000	87.70	8.80
11 "	50,700	153,000	3.00	1,683,000	14,279,000	93.30	8.50
12 "	40,800	108,700	2.70	1,304,400	12,305,000	113.20	9.40
13 "	34,500	97,100	2.80	1,262,300	10,213,000	105.20	8.10
14 "	31,900	93,100	2.90	1,303,400	9,096,000	97.70	7.00
15 "	42,900	144,200	3.40	2,163,000	14,334,000	99.40	6.60
16 "	21,800	62,400	2.90	998,400	8,368,000	134.10	8.40
17 "	15,300	43,700	2.80	742,900	4,892,000	111.90	6.60
18 "	9,800	25,600	2.60	460,800	4,190,000	163.70	9.10
19 "	6,900	15,900	2.30	302,100	2,458,000	154.60	8.10
20 "	4,400	10,200	2.30	204,000	1,713,000	167.90	8.40
21 "	5,000	15,800	3.20	331,800	2,502,000	158.40	7.50
22-29 days	27,500	67,700	2.50	1,657,800	13,172,000	194.60	7.90
30-59 "	17,200	40,400	2.30	1,581,800	9,516,000	235.50	6.00
60 days and over	15,700	50,900	3.20	4,941,800	18,585,000	365.10	3.80
Totals	11,930,900	30,330,700	2.50	76,786,000	599,852,000	19.80	7.80
Average length of stay per person				2.50			

¹ Subject to revision.

² Automobiles entering and leaving on the same day.

Note: Detail based on questionnaire surveys.

**TABLE 10 B. Number and Expenditures of United States Motorists in Canada,
classified by Length of Visit, 1969¹**

Estimated days stay	Number of cars	Number of persons	Average persons per car	Number of person days	Estimated expendi- tures	Average expendi- ture per person	Average expendi- ture per person per day
1 ² day	8,398,100	20,732,900	2.50	20,732,900	98,551,000	4.80	4.80
2 days	936,300	2,373,400	2.50	4,746,800	48,180,000	20.30	10.10
3 "	792,100	2,201,800	2.80	6,605,400	71,047,000	32.30	10.80
4 "	494,100	1,378,300	2.80	5,513,200	61,643,000	44.70	11.20
5 "	320,700	921,200	2.90	4,606,000	51,689,000	56.10	11.20
6 "	211,400	602,200	2.80	3,613,200	40,686,000	67.60	11.30
7 "	179,400	505,500	2.80	3,538,500	38,033,000	75.20	10.70
8 "	223,700	693,500	3.10	5,548,000	55,416,000	79.90	10.00
9 "	122,300	356,400	2.90	3,207,600	33,940,000	95.20	10.60
10 "	80,900	246,400	3.00	2,464,000	23,838,000	96.70	9.70
11 "	61,300	184,200	3.00	2,026,200	17,798,000	96.60	8.80
12 "	42,800	117,600	2.70	1,411,200	14,292,000	121.50	10.10
13 "	38,200	111,300	2.90	1,446,900	13,949,000	117.20	9.00
14 "	33,100	93,300	2.80	1,306,200	11,223,000	120.30	8.60
15 "	41,000	118,900	2.90	1,783,500	14,063,000	118.30	7.90
16 "	19,600	50,500	2.60	808,000	6,196,000	122.70	7.70
17 "	14,800	42,100	2.80	715,700	4,914,000	116.70	6.90
18 "	10,200	25,800	2.50	464,400	4,471,000	173.30	9.60
19 "	9,300	27,300	2.90	518,700	3,327,000	121.90	6.40
20 "	9,100	24,400	2.70	488,000	3,801,000	155.80	7.80
21 "	5,800	18,900	3.30	396,900	2,662,000	140.80	6.70
22-29 days	26,500	70,500	2.70	1,774,000	12,829,000	182.00	7.20
30-59 "	22,300	55,000	2.50	2,128,400	14,000,000	254.50	6.60
60 days and over	13,500	27,700	2.10	2,766,600	14,462,000	522.10	5.20
Totals	12,106,500	30,979,100	2.60	78,610,300	660,110,000	21.30	8.40
Average length of stay per person				2.50			

¹ Subject to revision.

² Automobiles entering and leaving on the same day.

Note: Detail based on questionnaire surveys.

**TABLE 11 A. Number and Expenditures of United States Visitors Entering Canada
by Plane, Bus, Rail and Boat, classified by Length of Visit, 1968¹**

Estimated days stay in Canada	Number of persons	Per cent of total persons	Number of person days	Average stay per person	Estimated expendi- ture ²	Average expendi- ture per person	Average expendi- ture per person per day
Plane³							
1 ⁴ day	50, 300	5. 1	50, 300	1. 0	1, 642, 000	32. 60	32. 60
2 days	138, 500	14. 1	277, 000	2. 0	6, 051, 000	43. 70	21. 80
3 - 7 days	585, 200	59. 3	2, 589, 800	4. 4	81, 719, 000	139. 60	31. 60
8 - 14 "	134, 000	13. 6	1, 313, 700	9. 8	35, 820, 000	267. 30	27. 30
15 - 21 "	48, 600	4. 9	828, 800	17. 1	18, 695, 000	384. 70	22. 60
22 days and over	29, 800	3. 0	1, 045, 800	35. 1	13, 973, 000	468. 90	13. 40
Totals	986, 400	100. 0	6, 105, 400	6. 2	157, 900, 000	160. 10	25. 90
Bus³							
1 ⁴ day	122, 000	16. 7	122, 000	1. 0	1, 414, 000	11. 60	11. 60
2 days	81, 000	11. 1	162, 000	2. 0	2, 197, 000	27. 10	13. 60
3 - 7 days	352, 500	48. 4	1, 614, 400	4. 6	29, 508, 000	83. 70	18. 30
8 - 14 "	132, 000	18. 1	1, 269, 000	9. 6	26, 373, 000	199. 80	20. 80
15 - 21 "	23, 300	3. 2	400, 500	17. 2	5, 629, 000	241. 60	14. 10
22 days and over	18, 200	2. 5	766, 300	42. 1	5, 552, 000	305. 10	7. 20
Totals	729, 000	100. 0	4, 334, 200	5. 9	70, 673, 000	96. 90	16. 30
Rail³							
1 ⁴ day	13, 700	7. 3	13, 700	1. 0	358, 000	26. 10	26. 10
2 days	18, 800	10. 1	37, 600	2. 0	633, 000	33. 70	16. 80
3 - 7 days	95, 300	51. 1	435, 500	4. 6	9, 966, 000	104. 60	22. 90
8 - 14 "	44, 700	24. 0	441, 700	9. 9	10, 619, 000	237. 60	24. 00
15 - 21 "	7, 400	4. 0	131, 600	17. 8	2, 079, 000	280. 90	15. 80
22 days and over	6, 600	3. 5	291, 700	44. 2	2, 901, 000	439. 50	9. 90
Totals	186, 500	100. 0	1, 351, 800	7. 2	26, 556, 000	142. 40	19. 60
Boat⁵							
1 ⁴ day	314, 000	55. 1	314, 000	1. 0	1, 873, 000	6. 00	6. 00
2 days	49, 900	8. 7	99, 800	2. 0	1, 146, 000	23. 00	11. 50
3 - 7 days	134, 200	23. 5	590, 600	4. 4	8, 116, 000	60. 50	13. 70
8 - 14 "	54, 200	9. 5	502, 200	9. 3	6, 678, 000	123. 20	13. 30
15 - 21 "	12, 300	2. 2	206, 200	16. 8	1, 573, 000	127. 90	7. 60
22 days and over	5, 900	1. 0	216, 400	36. 7	1, 256, 000	212. 90	5. 80
Totals	570, 500	100. 0	1, 929, 200	3. 4	20, 642, 000	36. 20	10. 70

¹ Subject to revision.

² Includes transportation costs paid to Canadian carriers.

³ Excludes in transit traffic.

⁴ Persons entering and leaving same day.

⁵ Includes private boat traffic entering Canada.

Note: Detail based on questionnaire surveys.

**TABLE 11 B. Number and Expenditures of United States Visitors Entering Canada
by Plane, Bus, Rail and Boat, classified by Length of Visit, 1969¹**

Estimated days stay in Canada	Number of persons	Per cent of total persons	Number of person days	Average stay per person	Estimated expendi- ture ²	Average expendi- ture per person	Average expendi- ture per person per day
Plane ³							
1 ⁴ day	106,800	9.5	106,800	1.0	2,242,000	21.00	21.00
2 days	181,800	16.2	363,600	2.0	8,664,000	47.70	23.80
3 - 7 days	587,200	52.2	2,643,600	4.5	81,035,000	138.00	30.70
8-14 "	180,400	16.0	1,825,900	10.1	44,880,000	248.80	24.60
15-21 "	41,600	3.7	732,600	17.6	14,684,000	353.00	20.00
22 days and over	27,300	2.4	879,900	32.2	10,153,000	371.90	11.50
Totals	1,125,100	100.0	6,552,400	5.8	161,658,000	143.70	24.70
Bus ³							
1 ⁴ day	150,800	19.9	150,800	1.0	1,482,000	9.80	9.80
2 days	50,900	6.7	101,800	2.0	1,254,000	24.60	12.30
3 - 7 days	349,800	46.3	1,625,200	4.6	28,585,000	81.70	17.60
8-14 "	157,900	20.9	1,540,600	9.8	33,870,000	214.50	22.00
15-21 "	22,400	3.0	388,000	17.3	4,744,000	211.80	12.20
22 days and over	24,200	3.2	1,016,900	42.0	9,908,000	409.40	9.70
Totals	756,000	100.0	4,823,300	6.4	79,843,000	105.60	16.60
Rail ³							
1 ⁴ day	5,900	3.5	5,900	1.0	131,000	22.20	22.20
2 days	10,600	6.2	21,200	2.0	523,000	49.30	24.70
3 - 7 days	82,800	48.5	408,100	4.9	10,595,000	128.00	26.00
8-14 "	40,700	23.9	399,500	9.8	10,022,000	246.20	25.10
15-21 "	21,000	12.3	368,500	17.5	5,893,000	280.60	16.00
22 days and over	9,600	5.6	328,200	34.2	2,522,000	262.70	7.70
Totals	170,600	100.0	1,531,400	9.0	29,686,000	174.00	19.40
Boat ⁵							
1 ⁴ day	249,900	47.3	249,900	1.0	1,163,000	4.70	4.70
2 days	82,000	15.6	164,000	2.0	1,732,000	21.10	10.60
3 - 7 days	142,200	26.9	587,000	4.1	5,867,000	41.30	10.00
8-14 "	43,300	8.2	439,400	10.1	2,517,000	58.10	5.70
15-21 "	7,000	1.3	119,200	17.0	702,000	100.30	5.90
22 days and over	3,400	0.7	107,000	31.5	497,000	146.20	4.60
Totals	527,800	100.0	1,666,500	3.2	12,478,000	23.60	7.50

¹ Subject to revision.

² Includes transportation costs paid to Canadian carriers.

³ Excludes in transit traffic.

⁴ Persons entering and leaving same day.

⁵ Includes private boat traffic entering Canada.

Note: Detail based on questionnaire surveys.

**TABLE 12. Number of United States Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1965 - 69**

Month	1965	1966	1967	1968	1969
Length of stay - One or more nights in Canada					
January	104,939	125,105	138,182	66,911	75,248
February	112,430	135,746	144,405	78,227	85,232
March	115,267	147,877	94,014	99,043	106,665
April	182,056	206,468	118,369	141,575	148,262
May	308,627	309,995	301,466	228,844	287,726
June	447,466	486,076	571,252	441,724	448,326
July	820,828	914,588	934,840	749,508	808,824
August	815,438	835,997	879,281	852,458	887,926
September	430,303	458,216	490,305	386,326	351,634
October	259,107	270,595	287,236	233,475	238,155
November	186,766	184,571	126,691	142,820	149,590
December	164,442	181,751	113,226	119,524	120,793
Totals	3,947,669	4,256,985	4,199,267	3,540,435	3,708,381
Length of stay - Entering and departing on the same day					
January	299,298	330,843	348,864	483,696	463,536
February	279,990	332,815	303,850	498,888	479,832
March	353,562	387,003	520,074	570,087	545,608
April	468,606	492,139	560,876	606,670	606,703
May	600,917	572,553	694,617	726,429	746,141
June	684,892	697,949	882,100	868,550	870,989
July	1,025,464	978,821	1,211,999	1,133,655	1,149,747
August	962,710	928,156	1,094,387	1,153,749	1,207,887
September	624,785	609,144	777,436	731,617	699,655
October	495,685	525,309	669,949	655,497	650,593
November	406,604	420,920	546,502	579,473	589,934
December	388,772	376,278	561,503	518,014	528,399
Totals	6,591,285	6,651,930	8,172,157	8,526,325¹	8,539,024²
Commercial vehicles					
January	37,959	41,998	44,302	48,314	48,647
February	37,331	42,825	43,615	47,511	49,417
March	47,955	50,896	46,315	50,335	52,274
April	41,424	44,900	43,282	50,680	51,776
May	43,217	49,858	54,677	57,943	55,959
June	45,937	52,772	55,957	56,658	57,398
July	45,616	50,168	49,852	54,892	53,392
August	44,504	52,080	55,458	53,427	52,238
September	43,686	49,735	49,872	52,568	55,677
October	45,651	47,201	52,159	57,380	56,260
November	45,375	47,872	50,905	50,688	47,651
December	44,993	46,074	48,482	45,893	48,625
Totals	523,648	576,379	594,876	626,289	629,314

¹ Includes 48,446 bicycles and motorcycles and 87,426 taxes.

² Includes 52,672 bicycles and motorcycles and 88,279 taxes.

TABLE 13. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Month of Entry, 1965-69

Month	1965	1966	1967	1968	1969
Aeroplane ¹					
January	34,005	38,817	47,842	53,719	72,191
February	32,225	39,867	39,155	52,958	55,963
March	35,683	43,730	43,684	55,427	75,521
April	40,104	46,343	54,054	64,189	75,190
May	52,924	60,799	112,439	73,738	99,637
June	66,886	77,951	164,330	111,467	124,639
July	78,273	88,793	156,429	122,334	154,998
August	77,089	92,136	167,829	134,727	138,225
September	65,650	72,089	146,680	107,964	101,948
October	57,916	58,803	127,362	81,481	83,194
November	41,743	44,521	60,312	64,925	73,757
December	41,677	45,997	56,952	70,205	77,552
Totals	624,175	709,846	1,177,068	993,134	1,132,815
Bus ²					
January	17,627	21,793	29,907	29,490	27,841
February	19,533	25,627	28,288	33,810	34,080
March	18,734	26,245	32,013	32,529	34,734
April	35,331	40,436	51,866	37,838	43,930
May	53,259	57,533	172,607	84,696	94,880
June	80,853	76,907	240,306	113,503	121,559
July	132,982	140,976	301,779	159,086	169,889
August	114,054	128,251	266,959	165,759	155,078
September	65,165	71,567	156,796	67,367	57,991
October	36,737	46,122	105,736	54,850	56,135
November	27,699	34,612	36,877	36,072	39,359
December	28,942	27,866	34,688	28,901	31,483
Totals	630,916	697,935	1,457,822	843,901	866,959
Rail (Gross entries)					
January	30,711	25,728	19,137	11,939	12,483
February	26,107	19,126	12,025	10,179	12,020
March	26,042	20,913	15,202	11,742	11,929
April	29,130	27,979	15,925	14,040	14,178
May	30,614	28,852	27,307	17,660	16,760
June	39,865	34,160	37,859	26,808	22,169
July	53,954	56,270	46,476	30,368	26,937
August	55,963	52,028	51,849	36,331	28,106
September	32,489	26,254	31,271	19,844	17,733
October	26,063	23,406	22,196	15,991	14,550
November	24,164	14,912	13,125	11,274	9,062
December	32,272	14,545	16,991	14,638	12,084
Totals	407,374	344,173	309,363	220,814	198,011

See footnote(s) at end of table.

TABLE 13. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Month of Entry, 1965-69 - Concluded

Month	1965	1966	1967	1968	1969
Rail (Net entries) ³					
January	14,044	13,536	11,981	8,716	10,005
February	14,473	11,143	8,296	7,807	10,414
March	13,364	12,186	11,082	9,370	10,044
April	14,314	14,982	11,529	11,556	11,963
May	18,635	16,975	23,162	15,092	15,089
June	24,878	22,718	33,140	23,555	19,737
July	35,856	34,444	41,019	26,944	23,870
August	34,906	28,296	46,170	31,863	24,824
September	18,407	15,341	26,893	17,361	15,767
October	14,647	15,578	18,807	13,672	12,409
November	12,230	10,504	9,464	9,236	8,921
December	16,528	9,888	11,990	11,375	9,605
Totals	232,282	205,591	253,533	186,547	170,648
Boat					
January	79	87	89	161	448
February	420	84	843	268	189
March	160	202	177	1,115	1,082
April	1,080	1,283	1,673	2,211	2,189
May	24,650	25,519	31,489	31,103	37,433
June	78,740	88,916	102,722	79,593	74,523
July	170,034	181,482	199,194	195,527	170,918
August	162,902	174,707	174,952	184,938	183,205
September	63,559	63,005	80,769	59,939	48,836
October	10,150	13,951	12,232	13,135	7,004
November	1,864	1,960	2,406	1,975	1,477
December	525	321	591	485	541
Totals	514,163	551,517	607,137	570,450	527,845

¹ Including traffic in transit to and from Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic.

³ After deducting passengers in transit across Southern Ontario.

Source: Frontier check.

TABLE 14. Percentage Distribution of United States Visitors in Canada, classified by Region of Origin, 1968 and 1969

Region of origin	Automobile—Entering and leaving same day		Automobile—One or more nights		Non-automobile ¹ —Plane, bus, rail and boat	
	1968	1969	1968	1969	1968	1969
	per cent					
New England	22.1	19.8	15.1	13.3	8.2	8.5
Middle Atlantic	20.5	20.3	29.3	28.3	26.9	26.0
South Atlantic	1.1	1.3	3.3	3.7	4.6	5.0
East North Central	39.9	43.1	29.6	30.2	32.2	28.6
West North Central	8.9	7.9	6.6	6.9	5.5	6.4
East South Central	0.2	0.2	0.4	0.7	0.9	1.7
West South Central	0.4	0.5	0.8	0.8	2.4	2.5
Mountain	2.3	3.0	2.0	2.2	2.2	3.0
Pacific	4.5	3.8	12.2	13.2	15.4	16.5
Other remaining states	0.1	0.1	0.7	0.7	1.7	1.8
Totals	100.0	100.0	100.0	100.0	100.0	100.0

¹ Excludes in transit traffic and "other travellers" but includes some visitors entering and leaving same day.

TABLE 15. United States Automobiles in Canada for One or More Nights, classified by Region of Origin, Quarterly, 1968 and 1969

Region of origin ¹	First quarter	Second quarter	Third quarter	Fourth quarter	Year
1968					
New England	38,800	112,400	290,400	91,600	533,200
Middle Atlantic	76,800	203,300	612,900	144,000	1,037,000
South Atlantic	3,700	17,800	85,800	10,200	117,500
East North Central	57,200	278,800	559,900	150,700	1,046,600
West North Central	15,500	58,500	129,300	29,500	232,800
East South Central	600	5,000	9,600	700	15,900
West South Central	2,500	5,700	18,200	1,300	27,700
Mountain	3,600	19,300	41,100	8,400	72,400
Pacific	41,700	104,700	230,500	55,800	432,700
Other remaining states	3,800	6,600	10,600	3,600	24,600
Totals	244,200	812,100	1,988,300	495,800	3,540,400
1969					
New England	40,500	114,800	246,000	92,300	493,600
Middle Atlantic	74,200	223,100	630,400	119,700	1,047,400
South Atlantic	6,400	28,500	88,600	13,700	137,200
East North Central	83,800	276,400	604,900	155,200	1,120,300
West North Central	12,800	71,400	139,800	33,000	257,000
East South Central	2,700	8,600	11,400	3,300	26,000
West South Central	600	7,600	18,600	1,800	28,600
Mountain	4,100	23,300	45,300	9,800	82,500
Pacific	37,100	123,800	254,000	76,100	491,000
Other remaining states	5,000	6,800	9,400	3,600	24,800
Totals	267,200	884,300	2,048,400	508,500	3,708,400

¹ Region of origin estimated on the basis of the questionnaire survey.

TABLE 16. United States Motorists Entering Canada, Classified by Purpose of Trip and Length of Stay, 1968 and 1969

Purpose of trip	Entering and leaving same day		One or more nights in Canada	
	1968	1969	1968	1969
	per cent			
Employed in Canada and other business	13.6	13.9	2.2	2.1
Visiting friends or relatives	21.1	22.5	24.8	20.9
Other recreation ¹	44.1	47.8	64.5	68.4
Other purposes	21.2	15.8	5.2	4.5
Three or more purposes of trip	—	—	3.3	4.1
Totals	100.0	100.0	100.0	100.0

¹ Includes holiday, vacation, or other pleasure.

TABLE 17. Expenditures for Foreign Travel by Residents of the United States, 1965 -69
In terms of United States Currency

	1965	1966	1967	1968	1969
	millions of dollars				
Transportation	1,330	1,390	1,545	1,700	1,975
Foreign-flag carriers	720	755	830	885	1,065
United States-flag carriers	610	635	715	815	910
Expenditures abroad	2,438	2,657	3,195	3,022	3,390
Canada	600	678	1,070	820	900
Mexico	540	575	590	630	675
Europe and Mediterranean	864	920	1,018	993	1,160
West Indies and Central America	220	259	295	325	375
South America	68	65	70	87	92
Other oversea areas	146	160	152	167	188
Grand totals	3,768	4,047	4,740	4,722	5,365

Source: Survey of Current Business, United States Department of Commerce, Office of Business Economics.

TABLES

CANADIAN TOTALS

CANADIAN TRAVEL IN UNITED STATES

TABLE 18. Canadian Travellers in United States by Type of Transportation, 1965 - 69

Type of transportation	1965	1966	1967	1968	1969
thousands of visits					
Short-term traffic (entering and leaving same day)					
Automobile	21,720	22,495	21,816	22,524	22,934
Non-automobile:					
Plane	25	28	33	40	42
Bus	20	21	50	179	95
Rail	8	4	3	—	—
Boat	18	24	36	38	24
Other travellers (pedestrians, local bus, etc.)	5,400	4,851	2,771	2,687	3,021
Totals, non-automobile	5,471	4,928	2,893	2,944	3,182
Totals (short-term)	27,191	27,423	24,709	25,468	26,116
Long-term traffic (one or more nights in United States)					
Automobile	4,860	5,763	6,269	6,930	7,349
Non-automobile:					
Plane	611	677	759	888	1,159
Bus	469	531	527	430	595
Rail	209	172	145	136	115
Boat	93	114	91	96	108
Totals, non-automobile	1,382	1,494	1,522	1,550	1,977
Totals (long-term)	6,242	7,257	7,791	8,480	9,326
Grand totals	33,433	34,680	32,500	33,948	35,442

TABLE 19. Number and Expenditures of Canadian Travellers in the United States, classified by Length of Stay and Type of Transportation, 1968 and 1969

Type of transportation	Number of visits				Estimated expenditures ¹			
	1968		1969		1968		1969	
	Thousands of visits	Per cent of grand total	Thousands of visits	Per cent of grand total	Millions of dollars	Per cent of grand total	Millions of dollars	Per cent of grand total
Short-term traffic (leaving and returning same day)								
Automobile	22,524	66	22,934	65	42.1	6	45.4	5
Non-automobile:								
Plane	40	--	42	--	1.5	--	2.6	--
Bus	179	1	95	--	1.3	--	1.0	--
Rail	--	--	--	--	--	--	--	--
Boat	38	--	24	--	0.1	--	--	--
Other travellers (pedestrians, local bus, etc.)	2,687	8	3,021	9	6.3	1	7.6	1
Totals, non-automobile	2,944	9	3,182	9	9.2	1	11.2	1
Totals (short-term)	25,468	75	26,116	74	51.3	7	56.6	6
Long-term traffic (one or more nights in the United States)								
Automobile:								
Two or more nights in the United States	5,182	15	5,664	16	367.0	54	431.1	51
One night in the United States	1,748	5	1,685	5	20.0	3	19.4	2
Totals, automobile	6,930	20	7,349	21	387.0	57	450.5	53
Non-automobile:								
Plane	888	3	1,159	3	172.0	25	258.5	30
Bus	430	1	595	2	51.3	8	65.1	8
Rail	136	--	115	--	18.6	3	16.1	2
Boat	96	--	108	--	4.0	1	4.8	1
Totals, non-automobile	1,550	4	1,977	5	245.9	37	344.5	41
Totals (long-term)	8,480	24	9,326	26	632.9	94	795.0	94
Grand totals	33,948	100²	35,442	100²	684.2	100²	851.6	100²

¹ Subject to revision, excludes Hawaii and transportation fares paid to United States carriers by Canadians travelling overseas.

² Percentages may not add due to rounding.

TABLE 20. Expenditures of Canadian Travellers in the United States,¹ Quarterly, 1968 and 1969

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
1968 ²					
Automobile:					
Two or more nights in United States	71.0	93.5	157.8	44.7	367.0
One night in the United States	2.6	4.3	9.4	3.7	20.0
Leaving and returning same day	7.8	10.5	14.8	9.0	42.1
Totals	81.4	108.3	182.0	57.4	429.1
Non-automobile:					
Plane	52.1	43.2	38.0	40.2	173.5
Bus	13.7	16.9	12.4	9.6	52.6
Rail	4.6	5.3	5.1	3.6	18.6
Boat	0.1	0.6	3.0	0.4	4.1
Other travellers (pedestrians, local bus, etc.)	1.5	1.5	1.9	1.4	6.3
Totals	72.0	67.5	60.4	55.2	255.1
Grand totals	153.4	175.8	242.4	112.6	684.2
1969 ²					
Automobile:					
Two or more nights in United States	85.5	121.6	178.7	45.3	431.1
One night in the United States	2.7	4.6	8.9	3.2	19.4
Leaving and returning same day	8.7	11.6	15.1	10.0	45.4
Totals	96.9	137.8	202.7	58.5	495.9
Non-automobile:					
Plane	72.3	78.5	63.0	47.3	261.1
Bus	17.6	15.5	23.5	9.5	66.1
Rail	4.8	4.1	4.3	2.9	16.1
Boat	0.1	1.6	3.0	0.1	4.8
Other travellers (pedestrians, local bus, etc.)	1.6	1.8	2.4	1.8	7.6
Totals	96.4	101.5	96.2	61.6	355.7
Grand totals	193.3	239.3	298.9	120.1	851.6

¹ Excludes Hawaii and transportation fares paid to United States carriers by Canadians travelling overseas.

² Subject to revision.

TABLE 21. Average Expenditure and Length of Stay of Canadian Travellers in the United States, by Type of Transportation, 1968 and 1969

Type of transportation	Average expenditure per person day		Average length of stay per person	
	1968	1969	1968	1969
\$				
days				
Automobile:				
Same day	1.90	2.00	1.0	1.0
One or more nights	8.20	8.20	6.8	7.4
Totals, automobile	6.20	6.40	2.4	2.6
Non-automobile:				
Plane	22.00	20.90	8.5	10.4
Bus	11.00	13.10	7.8	7.3
Rail	9.90	11.10	13.8	12.6
Boat	5.80	7.70	5.3	4.8
Other travellers	2.30	2.50	1.0	1.0
Totals, non-automobile (pedestrians, local bus, etc.)	14.40	15.70	4.0	4.4
Grand totals	7.90	8.50	2.6	2.8

TABLE 22 A. Number and Expenditures of Canadian Motorists in the United States, classified by Length of Visit, 1968¹

Estimated days stay	Number of cars	Number of persons	Average persons per car	Number of person days	Estimated expenditures	Average expenditure per person	Average expenditure per person per day
1 ² day	8,910,100	22,524,000	2.5	22,524,000	42,099,000	1.90	1.90
2 days	658,600	1,747,600	2.7	3,495,200	19,991,000	11.40	5.70
3 "	537,800	1,575,300	2.9	4,725,900	40,149,000	25.50	8.50
4 "	323,100	933,200	2.9	3,732,800	30,795,000	33.00	8.20
5 "	172,600	484,700	2.8	2,423,500	21,675,000	44.70	8.90
6 "	114,300	325,800	2.8	1,954,800	17,145,000	52.60	8.80
7 "	83,400	246,700	3.0	1,726,900	14,739,000	59.70	8.50
8 "	91,600	278,300	3.0	2,226,400	18,522,000	66.60	8.30
9 "	57,300	161,200	2.8	1,450,800	12,295,000	76.30	8.50
10 "	46,500	137,800	3.0	1,378,000	12,005,000	87.10	8.70
11 "	44,100	135,100	3.1	1,486,100	12,967,000	96.00	8.70
12 "	31,400	83,600	2.7	1,003,200	9,480,000	113.40	9.40
13 "	28,400	84,800	3.0	1,102,400	9,138,000	107.80	8.30
14 "	28,700	92,700	3.2	1,297,800	10,845,000	117.00	8.40
15 "	34,300	108,400	3.2	1,626,000	14,543,000	134.20	8.90
16 "	25,400	69,900	2.8	1,118,400	11,493,000	164.40	10.30
17 "	18,400	54,600	3.0	928,200	8,220,000	150.50	8.90
18 "	14,800	37,200	2.5	669,600	7,409,000	199.20	11.10
19 "	12,100	36,000	3.0	684,000	6,162,000	171.20	9.00
20 "	11,000	30,000	2.7	600,000	6,532,000	217.70	10.90
21 "	10,900	29,800	2.7	625,800	5,821,000	195.30	9.30
22-29 days	51,500	136,000	2.6	3,347,200	31,298,000	230.10	9.40
30-59 "	37,000	85,500	2.3	3,315,000	27,338,000	319.70	8.20
60 days and over	27,700	55,400	2.0	6,142,200	38,456,000	694.20	6.30
Totals	11,371,000	29,453,600	2.6	69,584,200	429,117,000	14.60	6.20
Average length of stay per person				2.4			

¹ Subject to revision.

² Automobiles leaving and returning on the same day.

Note: Detail based on questionnaire surveys.

TABLE 22 B. Number and Expenditures of Canadian Motorists in the United States, classified by Length of Visit, 1969¹

Estimated days stay	Number of cars	Number of persons	Average persons per car	Number of person days	Estimated expenditures	Average expenditure per person	Average expenditure per person per day
1 ² day	9, 234, 300	22, 934, 000	2.5	22, 934, 000	45, 374, 000	2.00	2.00
2 days	602, 300	1, 685, 000	2.8	3, 370, 000	19, 385, 000	11.50	5.80
3 "	553, 700	1, 636, 200	3.0	4, 908, 600	39, 956, 000	24.40	8.10
4 "	329, 100	963, 300	2.9	3, 853, 200	30, 870, 000	32.00	8.00
5 "	175, 500	500, 700	2.9	2, 503, 500	20, 919, 000	41.80	8.40
6 "	122, 600	352, 300	2.9	2, 113, 800	19, 104, 000	54.20	9.00
7 "	90, 100	268, 900	3.0	1, 882, 300	16, 927, 000	62.90	9.00
8 "	106, 400	335, 700	3.2	2, 685, 600	21, 931, 000	65.30	8.20
9 "	66, 500	201, 900	3.0	1, 817, 100	16, 246, 000	80.50	8.90
10 "	57, 700	160, 000	2.8	1, 600, 000	15, 947, 000	99.70	10.00
11 "	42, 900	124, 000	2.9	1, 364, 000	12, 750, 000	102.80	9.30
12 "	34, 600	102, 100	3.0	1, 225, 200	10, 919, 000	106.90	8.90
13 "	34, 300	96, 700	2.8	1, 257, 100	11, 810, 000	122.10	9.40
14 "	36, 400	108, 800	3.0	1, 523, 200	14, 147, 000	130.00	9.30
15 "	47, 000	154, 900	3.3	2, 323, 500	20, 274, 000	130.90	8.70
16 "	33, 600	102, 600	3.1	1, 641, 600	15, 135, 000	147.50	9.20
17 "	24, 300	70, 300	2.9	1, 195, 100	12, 634, 000	179.70	10.60
18 "	14, 900	43, 200	2.9	777, 600	7, 645, 000	177.00	9.80
19 "	13, 000	41, 200	3.2	782, 800	6, 810, 000	165.30	8.70
20 "	11, 900	34, 200	2.9	684, 000	6, 783, 000	198.30	9.90
21 "	12, 700	37, 200	2.9	781, 200	7, 831, 000	210.50	10.00
22-29 days	54, 000	152, 100	2.8	3, 731, 800	36, 122, 000	237.50	9.70
30-59 "	41, 800	101, 200	2.4	3, 918, 400	33, 151, 000	327.60	8.50
60 days and over	35, 600	76, 900	2.2	8, 792, 100	53, 248, 000	692.40	6.10
Totals	11, 775, 200	30, 283, 400	2.6	77, 665, 700	495, 918, 000	16.40	6.40
Average length of stay per person				2.6			

¹ Subject to revision.

² Automobiles leaving and returning on the same day.

Note: Detail based on questionnaire surveys.

TABLE 23 A. Number and Expenditures of Canadian Travellers Returning from the United States by Plane, Bus, Rail and Boat, classified by Length of Visit, 1968¹

Estimated days stay in the United States	Number of persons	Per cent of total persons	Number of person days	Average stay per person	Estimated expenditures	Average expenditure per person	Average expenditure per person per day
Plane							
1 ² day	39,800	4.3	39,800	1.0	1,471,000	37.00	37.00
2 days	92,100	9.9	184,200	2.0	7,435,000	80.70	40.40
3- 7 days	471,300	50.8	2,061,300	4.4	75,786,000	160.80	36.80
8-14 "	191,800	20.7	1,964,900	10.2	43,247,000	225.50	22.00
15-21 "	79,600	8.6	1,378,500	17.3	23,303,000	292.80	16.90
22 days and over	53,200	5.7	2,255,400	42.4	22,284,000	418.90	9.90
Totals	927,800	100.0	7,884,100	8.5	173,526,000	187.00	22.00
Bus							
1 ² day	178,900	29.4	178,900	1.0	1,310,000	7.30	7.30
2 days	14,900	2.4	29,800	2.0	284,000	19.10	9.50
3- 7 days	223,500	36.7	969,700	4.3	13,752,000	61.50	14.20
8-14 "	112,300	18.5	1,169,000	10.4	15,919,000	141.80	13.60
15-21 "	35,400	5.8	627,200	17.7	8,931,000	252.30	14.20
22 days and over	43,700	7.2	1,801,400	41.2	12,347,000	282.50	6.90
Totals	608,700	100.0	4,776,000	7.8	52,543,000	86.30	11.00
Rail							
1 ² days	600	0.4	600	1.0	4,000	6.70	6.70
2 days	7,000	5.2	14,000	2.0	287,000	41.00	20.50
3- 7 days	61,700	45.2	274,800	4.5	5,737,000	93.00	20.90
8-14 "	31,200	22.9	322,000	10.3	4,332,000	138.80	13.50
15-21 "	14,400	10.5	253,500	17.6	3,167,000	219.90	12.50
22 days and over	21,500	15.8	1,018,000	47.3	5,050,000	234.90	5.00
Totals	136,400	100.0	1,882,900	13.8	18,577,000	136.20	9.90
Boat							
1 ² days	38,300	28.5	38,300	1.0	117,000	3.10	3.10
2 days	54,300	40.4	108,600	2.0	193,000	3.60	1.80
3- 7 days	18,600	13.8	92,300	5.0	500,000	26.90	5.40
8-14 "	13,200	9.8	145,700	11.0	1,491,000	113.00	10.20
15-21 "	7,300	5.4	133,700	18.3	554,000	75.90	4.10
22 days and over	2,900	2.1	190,500	65.7	1,278,000	440.70	6.70
Totals	134,600	100.0	709,100	5.3	4,133,000	30.70	5.80

¹ Subject to revision.

² Persons leaving and returning to Canada on the same day.

Note: Detail based on questionnaire surveys.

TABLE 23B. Number and Expenditures of Canadian Travellers Returning from the United States by Plane, Bus, Rail and Boat, classified by Length of Visit, 1969¹

Estimated days stay in the United States	Number of persons	Per cent of total persons	Number of person days	Average stay per person	Estimated expenditures	Average expenditure per person	Average expenditure per person per day
Plane							
1 ² day	41,500	3.5	41,500	1.0	2,627,000	63.30	63.30
2 days	105,300	8.8	210,600	2.0	10,596,000	100.60	50.30
3- 7 days	547,100	45.6	2,450,300	4.5	94,955,000	173.60	38.80
8-14 "	268,100	22.3	2,789,500	10.4	63,951,000	238.50	22.90
15-21 "	137,500	11.4	2,308,700	16.8	39,934,000	290.40	17.30
22 days and over	101,400	8.4	4,691,100	46.3	49,080,000	484.00	10.50
Totals	1,200,900	100.0	12,491,700	10.4	261,143,000	217.50	20.90
Bus							
1 ² day	94,700	13.7	94,700	1.0	1,006,000	10.60	10.60
2 days	33,900	4.9	67,800	2.0	917,000	27.10	13.50
3- 7 days	359,300	52.1	1,465,000	4.1	22,378,000	62.30	15.30
8-14 "	126,500	18.4	1,218,600	9.6	21,238,000	167.90	17.40
15-21 "	46,900	6.8	827,800	17.7	11,253,000	239.90	13.60
22 days and over	28,500	4.1	1,352,600	47.5	9,289,000	325.90	6.90
Totals	689,800	100.0	5,026,500	7.3	66,081,000	95.80	13.10
Rail							
1 ² day	100	0.1	100	1.0	3,000	30.00	30.00
2 days	3,300	2.9	6,600	2.0	104,000	31.50	15.80
3- 7 days	52,400	45.6	259,600	5.0	5,157,000	98.40	19.90
8-14 "	31,300	27.2	307,700	9.8	2,798,000	89.40	9.10
15-21 "	12,000	10.4	202,800	16.9	2,489,000	207.40	12.30
22 days and over	15,900	13.8	674,200	42.4	5,536,000	348.20	8.20
Totals	115,000	100.0	1,451,000	12.6	16,087,000	139.90	11.10
Boat							
1 ² day	24,100	18.3	24,100	1.0	38,000	1.60	1.60
2 days	39,400	29.9	78,800	2.0	370,000	9.40	4.70
3- 7 days	52,600	39.9	292,100	5.6	2,311,000	43.90	7.90
8-14 "	8,000	6.1	90,900	11.4	1,275,000	159.40	14.00
15-21 "	7,500	5.7	137,900	18.4	810,000	108.00	5.90
22 days and over	200	0.1	5,800	29.0	26,000	130.00	4.50
Totals	131,800	100.0	629,600	4.8	4,830,000	36.60	7.70

¹ Subject to revision.

² Persons leaving and returning to Canada on the same day.

Note: Detail based on questionnaire surveys.

TABLE 24. Numbers of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1965-69

Month	1965	1966	1967	1968	1969
Length of stay - One or more nights in United States					
January	60,984	65,757	87,082	83,327	94,547
February	54,000	63,646	80,015	81,989	86,508
March	72,753	84,475	135,203	135,902	140,908
April	122,032	141,353	131,676	150,333	172,584
May	122,253	141,914	156,495	169,698	188,667
June	123,116	158,375	187,744	215,013	224,352
July	285,899	362,874	375,565	455,583	451,197
August	331,348	350,015	338,651	469,999	503,241
September	178,175	192,293	223,616	250,503	234,164
October	145,637	165,067	176,657	205,395	198,403
November	85,080	110,254	115,484	128,311	129,263
December	82,225	103,268	97,236	114,808	117,037
Totals	1,663,502	1,939,291	2,105,424	2,460,861	2,540,871
Length of stay - Leaving and returning same day					
January	503,887	543,775	581,428	531,046	528,366
February	477,990	531,756	529,427	555,575	583,289
March	581,914	613,768	658,714	653,080	743,970
April	662,229	740,304	692,284	708,647	772,993
May	738,978	789,526	754,099	785,766	876,301
June	774,346	819,889	824,302	867,136	947,750
July	1,015,274	1,062,110	1,032,460	1,149,813	1,072,690
August	921,118	930,869	902,118	1,021,992	1,065,761
September	760,520	741,838	735,711	827,964	787,990
October	745,536	735,709	703,671	750,074	769,951
November	584,926	615,342	593,985	678,714	669,354
December	597,301	613,220	610,057	606,338	648,966
Totals	8,364,019	8,738,106	8,618,256	9,136,145¹	9,467,381²
Commercial vehicles					
January	69,980	64,131	72,497	72,920	87,591
February	61,776	58,391	64,308	73,501	77,175
March	57,949	58,761	65,516	63,800	81,000
April	50,254	48,727	49,892	61,701	70,475
May	51,513	54,358	55,323	68,402	82,341
June	57,558	61,407	62,851	71,441	89,816
July	57,002	61,998	62,514	74,334	86,754
August	57,319	70,555	68,505	76,338	85,769
September	58,314	69,052	65,249	78,068	90,828
October	57,938	65,224	61,519	81,048	95,086
November	57,710	60,739	63,649	71,234	75,816
December	62,685	63,696	62,850	77,075	81,009
Totals	699,998	737,039	754,673	869,862	1,003,660

¹ Includes 91,977 bicycles and motorcycles and 134,033 taxis.

² Includes 93,612 bicycles and motorcycles and 139,426 taxis.

Source: Frontier check.

TABLE 25. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by Month of Re-entry into Canada, 1965 - 69

Month	1965	1966	1967	1968	1969
Aeroplane					
January	52,224	54,814	76,378	85,674	99,676
February	47,516	54,670	60,067	68,731	84,838
March	59,274	71,622	77,636	88,141	125,511
April	66,709	76,157	79,521	91,198	112,513
May	55,449	61,098	61,122	73,583	91,167
June	46,596	54,277	60,086	67,716	111,467
July	47,386	47,135	56,020	66,798	108,612
August	57,678	54,212	66,152	86,111	108,834
September	54,365	58,648	64,965	81,029	108,843
October	57,444	62,315	68,820	86,853	85,891
November	46,209	52,728	59,417	62,434	77,671
December	45,889	56,864	61,542	69,559	85,845
Totals	636,739	704,540	791,726	927,827	1,200,868
Bus¹					
January	27,459	30,016	38,974	38,277	41,106
February	23,983	31,445	33,684	42,228	39,062
March	26,735	31,837	41,087	50,262	54,471
April	41,014	48,492	41,394	45,414	54,048
May	45,726	44,938	49,790	53,209	64,886
June	62,824	69,310	71,403	78,127	99,171
July	63,983	74,567	70,359	72,613	91,946
August	67,849	69,772	71,699	68,854	73,222
September	39,571	44,097	45,451	43,381	43,160
October	38,450	48,885	45,495	47,273	54,106
November	25,437	31,786	35,225	35,988	41,294
December	26,210	26,530	32,843	33,087	33,346
Totals	489,241	551,675	577,404	608,713	689,818
Rail					
January	19,195	16,523	16,458	11,583	11,254
February	13,744	12,193	9,854	7,901	8,973
March	15,440	13,656	14,818	10,450	9,414
April	21,732	17,837	11,614	11,272	10,263
May	16,259	15,455	11,987	9,996	9,445
June	15,807	15,929	10,927	10,072	8,775
July	22,067	20,512	14,036	13,478	12,218
August	25,465	19,816	14,178	18,399	13,112
September	18,185	10,728	12,447	11,783	8,638
October	15,646	12,289	10,504	12,297	8,185
November	12,678	11,602	9,674	8,485	6,830
December	15,560	9,934	11,062	10,694	7,879
Totals	211,778	176,474	147,559	136,410	114,986
Boat					
January	745	439	495	607	662
February	930	248	364	634	1,426
March	935	413	856	951	286
April	2,575	3,062	1,160	1,364	730
May	6,107	5,212	4,986	5,375	4,691
June	13,239	14,504	17,729	16,061	14,903
July	33,458	45,768	35,750	44,149	41,557
August	32,454	43,325	42,501	43,609	47,733
September	12,055	15,409	13,569	14,869	11,593
October	4,372	4,856	4,612	3,824	3,799
November	2,010	2,543	2,294	1,270	2,173
December	1,629	2,283	2,579	1,926	2,219
Totals	110,509	138,062	126,895	134,639	131,772

¹ Excludes local bus traffic between border communities.

Source: Frontier check.

TABLE 26. Destination of Canadian Travellers¹ in the United States, 1965 - 69

Region of destination	1965	1966	1967	1968	1969
	number of persons				
New England	1,300,500	1,886,700	2,104,000	2,553,100	2,833,400
Middle Atlantic	1,282,700	1,320,900	1,582,800	1,898,600	1,957,400
South Atlantic	824,600	853,300	829,400	817,200	1,150,200
East North Central	733,600	667,600	871,900	942,200	975,700
West North Central	579,600	580,200	884,300	739,200	635,000
East South Central	28,700	34,900	44,700	65,300	58,400
West South Central	51,900	62,400	46,300	54,400	79,400
Mountain	304,500	467,300	329,400	426,400	513,100
Pacific	1,075,700	1,308,700	1,086,400	1,216,200	1,264,800
Other remaining states	20,900	14,200	5,900	24,600	19,400
Totals	6,202,700	7,196,200	7,785,100	8,737,200	9,486,800

¹ Excludes persons leaving and returning to Canada by automobile on the same day and "other travellers" but includes same day plane, bus, rail and boat traffic.

TABLE 27. Percentage Distribution of Canadian Travellers¹ in the United States classified by Region of Destination, 1968 and 1969

Region of destination	Automobile — one or more nights		Non-automobile — Plane, bus, rail and boat		Totals	
	1968	1969	1968	1969	1968	1969
	per cent					
New England	34.1	34.9	10.7	12.5	29.2	29.9
Middle Atlantic	20.7	19.4	25.8	24.9	21.7	20.6
South Atlantic	8.2	10.5	13.6	17.6	9.4	12.1
East North Central	9.4	8.5	16.2	16.4	10.8	10.3
West North Central	8.7	7.1	7.5	5.3	8.5	6.7
East South Central	0.4	0.6	2.2	0.8	0.7	0.6
West South Central	0.4	0.6	1.5	1.7	0.6	0.9
Mountain	5.1	5.8	3.8	3.9	4.9	5.4
Pacific	12.9	12.5	17.8	16.4	13.9	13.3
Other remaining states	0.1	0.1	0.9	0.5	0.3	0.2
Totals	100.0	100.0	100.0	100.0	100.0	100.0

¹ Excludes persons leaving and returning to Canada by automobile on the same day and "other travellers" but includes same day plane, bus, rail and boat traffic.

TABLE 28. Canadian Travellers¹ Returning from the United States classified by Purpose of Trip, 1968 and 1969

Purpose of trip	Automobile — one or more nights		Non-automobile — Plane, bus, rail and boat		Totals	
	1968	1969	1968	1969	1968	1969
	per cent					
Business	2.8	3.2	24.7	27.3	7.3	8.7
Holiday	57.3	62.6	42.8	45.1	54.2	58.7
Shopping	5.3	4.4	1.6	1.5	4.6	3.7
In transit through the United States	3.2	2.2	0.5	0.3	2.7	1.7
Visiting friends or relatives	27.9	26.3	22.7	22.9	26.8	25.5
Other	3.5	1.3	7.7	2.9	4.4	1.7
Totals	100.0	100.0	100.0	100.0	100.0	100.0

¹ Excludes persons leaving and returning to Canada by automobile on the same day and "other travellers" but includes same day plane, bus, rail and boat traffic.

TABLES

CANADIAN TOTALS

OVERSEAS VISITORS TO CANADA

TABLE 29. Expenditures in Canada by Visitors from Overseas Countries,¹ 1965 - 69

Area of residence	1965	1966	1967	1968 ²	1969 ²
	millions of dollars				
United Kingdom	34	39	40	23	29
Other sterling area	9	12	18	13	18
Other OECD in Europe	27	36	58	32	40
All other countries	17	23	38	19	26
Totals	87	110	154	87	113

¹ Excludes Hawaii.

² Subject to revision.

TABLE 30. Number and Expenditures¹ of Overseas Visitors in Canada, 1967 - 69

	1967	1968	1969
Number of persons thousands	590	362	463
Expenditure \$ millions	114	55	80
Average trip expenditure \$	193	152	173
Average daily expenditure \$	12	7	8

¹ Excludes all transoceanic transportation costs.

TABLE 31. Length of Stay¹ reported by Visitors² from Overseas Countries, Classified by Area of Residence, 1968 and 1969

Area of residence	1968			1969		
	Number of persons	Person - nights in Canada	Average nights stay	Number of persons	Person - nights in Canada	Average nights stay
United Kingdom	115, 200	2, 760, 500	24. 0	143, 600	3, 239, 700	22. 6
OECD in Europe, totals	123, 100	2, 512, 500	20. 4	161, 700	3, 032, 000	18. 8
France	23, 500	333, 400	14. 2	32, 500	480, 000	14. 8
Germany	27, 600	587, 600	21. 3	35, 300	771, 900	21. 9
Netherlands, The	18, 200	535, 300	29. 4	23, 300	660, 300	28. 3
Scandinavian countries ³	13, 400	222, 200	16. 6	16, 600	254, 500	15. 3
Other OECD countries	40, 400	834, 000	20. 6	54, 000	865, 300	16. 0
Other sterling areas	46, 600	713, 100	15. 3	59, 000	942, 800	16. 0
All other countries	77, 500	1, 210, 000	15. 6	98, 900	1, 751, 000	17. 7
Grand totals	362, 400	7, 196, 100	19. 9	463, 200	8, 965, 500	19. 4

¹ Excluding time spent in the United States.

² Visitors entering both direct and via the United States.

³ Denmark, Norway and Sweden.

TABLE 32 A. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence, Quarterly, 1968

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom	7,292	31,269	62,159	14,514	115,234
Commonwealth countries (n.e.s.):					
Australia	1,437	3,719	5,005	2,691	12,852
Bahamas	88	308	600	280	1,276
Barbados	119	471	1,014	312	1,916
Bermuda	181	480	1,359	677	2,697
Guyana	174	347	669	304	1,494
Hong Kong	450	899	1,638	1,048	4,035
India	425	1,243	1,957	1,020	4,645
Jamaica	652	1,748	3,228	1,279	6,907
New Zealand	381	1,107	1,760	855	4,103
Pakistan	85	226	355	226	892
Trinidad and Tobago	374	1,063	2,374	888	4,699
OECD in Europe:					
Austria	244	810	1,296	455	2,805
Belgium	304	1,002	2,655	727	4,688
Denmark	383	1,347	1,857	867	4,454
Finland	105	783	479	379	1,746
France	2,204	3,857	12,859	4,579	23,499
Germany (West)	2,019	8,171	13,465	3,992	27,647
Greece	832	1,366	1,604	1,763	5,565
Ireland (Republic)	248	756	1,381	542	2,927
Italy	1,530	3,359	4,768	2,444	12,101
Netherlands, The	1,070	6,186	8,826	2,089	18,171
Norway	562	1,477	1,550	992	4,581
Portugal	189	434	526	527	1,676
Spain	315	606	763	704	2,388
Sweden	540	1,133	1,693	985	4,351
Switzerland	626	1,552	2,517	1,188	5,883
Europe (n.e.s.):					
Czechoslovakia	137	511	893	604	2,145
Hungary	159	871	583	290	1,903
Poland	690	1,971	1,761	1,648	6,070
U.S.S.R.	771	1,305	829	388	3,293
Yugoslavia	264	414	714	419	1,811
Other European countries	113	209	717	360	1,399
Africa:					
Egypt	124	282	499	163	1,068
South Africa	221	908	957	545	2,631
Other African countries	292	830	1,462	592	3,176
Asia (n.e.s.):					
China (Republic)	40	42	88	37	207
Formosa	106	309	416	201	1,032
Israel	521	1,331	2,827	1,001	5,680
Japan	1,429	2,920	5,353	2,813	12,515
Lebanon	113	231	364	265	973
Philippines	235	739	838	545	2,357
Other Asian countries	510	1,236	2,091	1,144	4,981
North America (n.e.s.):					
Cuba	191	44	113	58	406
Haiti	149	300	767	244	1,460
Mexico	673	2,065	2,958	1,565	7,261
Other North American countries	329	929	1,624	837	3,719
South America (n.e.s.):					
Argentina	409	738	975	460	2,582
Brazil	355	845	1,514	554	3,268
Colombia	103	331	722	229	1,385
Venezuela	233	571	1,334	466	2,604
Other South American countries	608	1,132	1,777	1,009	4,526
Oceania (n.e.s.)	66	201	245	226	738
Grand totals	31,670	96,984	170,778	62,990	362,422

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

TABLE 32 B. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence, Quarterly, 1969

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
United Kingdom	8,419	37,291	80,041	17,811	143,562
Commonwealth countries (n.e.s.):					
Australia	1,690	4,528	5,575	2,904	14,697
Bahamas	147	326	794	387	1,654
Barbados	228	578	1,380	452	2,638
Bermuda	317	622	1,812	835	3,586
Guyana	185	520	1,089	437	2,231
Hong Kong	679	1,234	2,051	1,208	5,172
India	596	1,706	2,270	1,442	6,014
Jamaica	966	2,128	4,378	1,950	9,422
New Zealand	493	1,701	2,095	806	5,095
Pakistan	125	299	420	250	1,094
Trinidad and Tobago	495	1,321	3,062	1,171	6,049
OECD in Europe:					
Austria	317	847	1,856	536	3,556
Belgium	484	1,177	3,531	839	6,031
Denmark	552	2,014	2,411	952	5,929
Finland	217	1,285	723	300	2,525
France	3,079	6,828	17,432	5,190	32,529
Germany (West)	2,698	9,777	17,798	5,040	35,313
Greece	1,309	1,888	2,113	2,265	7,575
Ireland (Republic)	401	822	1,818	631	3,672
Italy	1,743	4,482	5,990	3,362	15,577
Netherlands, The	1,297	7,834	11,414	2,759	23,304
Norway	659	1,547	1,557	1,128	4,891
Portugal	514	778	815	775	2,882
Spain	404	1,170	1,312	1,009	3,895
Sweden	764	1,765	1,944	1,312	5,785
Switzerland	841	1,985	3,305	1,443	7,574
Europe (n.e.s.):					
Czechoslovakia	338	744	905	397	2,384
Hungary	182	1,205	800	330	2,517
Poland	162	2,831	2,243	2,666	7,902
U.S.S.R.	295	552	467	448	1,762
Yugoslavia	224	667	893	470	2,254
Other European countries	385	1,094	1,708	1,145	4,332
Africa:					
Egypt	113	291	535	200	1,139
South Africa	359	1,083	1,367	708	3,517
Other African countries	345	1,175	1,955	859	4,334
Asia (n.e.s.):					
China (Republic)	27	48	97	43	215
Formosa	161	318	411	208	1,098
Israel	635	1,619	2,669	1,084	6,007
Japan	1,830	5,690	7,474	3,531	18,525
Lebanon	137	235	517	265	1,154
Philippines	211	936	826	530	2,503
Other Asian countries	657	1,574	2,490	1,249	5,970
North America (n.e.s.):					
Cuba	78	33	49	70	230
Haiti	170	316	1,008	392	1,886
Mexico	905	3,070	4,438	1,606	10,019
Other North American countries	535	1,292	2,482	1,096	5,405
South America (n.e.s.):					
Argentina	445	901	1,100	554	3,000
Brazil	393	1,079	1,637	583	3,692
Colombia	151	438	733	305	1,627
Venezuela	222	756	1,221	546	2,745
Other South American countries	934	1,787	2,066	1,160	5,947
Oceania (n.e.s.)	151	204	248	164	767
Grand totals	39,664	126,391	219,325	77,803	463,183

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

TABLE 33 A. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence and Immigration Category, 1968

Country of residence	Tourists and visitors	Temporary and seasonal workers	In transit	Entertainers	Seamen	Other	Total
United Kingdom	98,890	12,599	1,473	598	1,612	62	115,234
Commonwealth countries (n.e.s.):							
Australia	11,050	1,480	243	43	22	14	12,852
Bahamas	1,137	113	16	9	1	—	1,276
Barbados	1,446	413	13	15	27	2	1,916
Bermuda	2,518	114	22	17	4	22	2,697
Guyana	1,418	61	7	—	4	4	1,494
Hong Kong	3,381	256	125	—	223	50	4,035
India	3,979	462	71	17	101	15	4,645
Jamaica	5,937	908	18	30	10	4	6,907
New Zealand	3,548	311	221	5	16	2	4,103
Pakistan	736	112	34	—	9	1	892
Trinidad and Tobago	4,207	422	14	35	13	8	4,699
OECD in Europe:							
Austria	2,310	390	33	56	12	4	2,805
Belgium	3,395	1,113	71	76	20	13	4,688
Denmark	3,489	443	85	10	427	—	4,454
Finland	1,448	211	22	7	55	3	1,746
France	17,366	4,850	594	439	186	64	23,499
Germany (West)	22,890	3,426	443	174	693	21	27,647
Greece	3,610	124	78	114	1,625	14	5,565
Ireland (Republic)	2,450	296	47	76	52	6	2,927
Italy	10,004	1,283	166	156	398	94	12,101
Netherlands, The	15,798	1,330	484	27	519	13	18,171
Norway	1,619	474	66	9	2,410	3	4,581
Portugal	1,413	112	66	12	60	13	1,676
Spain	1,516	337	144	39	345	7	2,388
Sweden	2,824	1,155	80	32	257	3	4,351
Switzerland	4,604	1,038	149	61	30	1	5,883
Europe (n.e.s.):							
Czechoslovakia	1,521	476	69	75	—	4	2,145
Hungary	1,781	71	37	11	—	3	1,903
Poland	1,725	158	4,085	44	54	4	6,070
U.S.S.R.	1,191	188	1,742	93	72	7	3,293
Yugoslavia	1,336	116	158	40	156	5	1,811
Other European countries	1,189	103	64	4	34	5	1,399
Africa:							
Egypt	997	56	2	2	8	3	1,068
South Africa	2,243	336	24	9	15	4	2,631
Other African countries	2,752	312	51	9	28	24	3,176
Asia (n.e.s.):							
China (Republic)	157	23	5	1	18	3	207
Formosa	879	69	37	—	44	3	1,032
Israel	5,263	317	46	18	31	5	5,680
Japan	7,682	4,486	226	70	44	7	12,515
Lebanon	871	60	32	4	1	5	973
Philippines	2,159	113	34	2	41	8	2,357
Other Asian countries	4,358	335	146	59	67	16	4,981
North America (n.e.s.):							
Cuba	120	32	24	16	209	5	406
Haiti	1,372	52	9	5	1	21	1,460
Mexico	6,199	503	392	135	27	5	7,261
Other North American countries	3,332	161	88	44	86	8	3,719
South America (n.e.s.):							
Argentina	2,353	167	43	6	9	4	2,582
Brazil	2,927	239	19	69	7	7	3,268
Colombia	1,290	55	8	2	14	16	1,385
Venezuela	2,454	118	17	7	3	5	2,604
Other South American countries	4,038	290	98	24	63	13	4,526
Oceania (n.e.s.)	659	25	21	15	18	—	738
Grand totals	293,831	42,694	12,262	2,821	10,181	633	362,422

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

TABLE 33B. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence and Immigration Category, 1969

Country of residence	Tourists and visitors	Temporary and seasonal workers	In transit	Entertainers	Seamen	Other	Total
United Kingdom	121,741	15,785	3,589	572	1,783	92	143,562
Commonwealth countries (n.e.s.):							
Australia	12,115	2,162	318	30	44	28	14,697
Bahamas	1,464	153	34	—	3	—	1,654
Barbados	2,020	479	43	39	54	3	2,638
Bermuda	3,283	211	19	44	3	26	3,586
Guyana	2,134	78	12	1	5	1	2,231
Hong Kong	4,351	281	152	5	344	39	5,172
India	5,099	580	112	20	181	22	6,014
Jamaica	8,046	1,272	41	38	16	9	9,422
New Zealand	4,247	440	376	10	14	8	5,095
Pakistan	944	106	25	—	18	1	1,094
Trinidad and Tobago	5,259	630	43	64	45	8	6,049
OECD in Europe:							
Austria	2,999	397	86	47	19	8	3,556
Belgium	4,452	1,246	290	13	23	7	6,031
Denmark	4,266	841	256	12	552	2	5,929
Finland	1,963	352	64	10	132	4	2,525
France	24,177	6,600	1,191	278	207	76	32,529
Germany (West)	28,491	4,901	1,003	128	770	20	35,313
Greece	5,138	231	185	162	1,850	9	7,575
Ireland (Republic)	2,869	448	125	64	152	14	3,672
Italy	12,759	1,622	505	245	388	58	15,577
Netherlands, The	19,920	1,771	1,032	37	530	14	23,304
Norway	1,860	619	134	30	2,247	1	4,891
Portugal	2,525	139	84	47	85	2	2,882
Spain	2,175	636	402	52	622	8	3,895
Sweden	3,519	1,627	240	46	348	5	5,785
Switzerland	5,789	1,472	239	48	22	4	7,574
Europe (n.e.s.):							
Czechoslovakia	1,703	519	54	94	2	12	2,384
Hungary	2,209	154	93	56	3	2	2,517
Poland	1,871	198	5,643	134	51	5	7,902
U.S.S.R.	855	235	319	295	55	3	1,762
Yugoslavia	1,640	140	229	62	175	8	2,254
Other European countries	3,934	183	162	24	14	15	4,332
Africa:							
Egypt	1,045	46	20	2	21	5	1,139
South Africa	2,910	529	60	8	8	2	3,517
Other African countries	3,675	511	86	14	23	25	4,334
Asia (n.e.s.):							
China (Republic)	165	28	5	1	12	4	215
Formosa	886	122	33	12	44	1	1,098
Israel	5,473	409	75	12	31	7	6,007
Japan	11,284	6,537	610	33	42	19	18,525
Lebanon	1,003	90	27	27	2	5	1,154
Philippines	2,239	152	35	4	66	7	2,503
Other Asian countries	5,125	547	172	30	86	10	5,970
North America (n.e.s.):							
Cuba	83	51	24	—	72	—	230
Haiti	1,821	36	5	6	—	18	1,886
Mexico	8,250	666	948	124	23	8	10,019
Other North American countries	4,688	286	222	66	137	6	5,405
South America (n.e.s.):							
Argentina	2,595	257	115	15	13	5	3,000
Brazil	3,209	398	40	31	8	6	3,692
Colombia	1,521	81	13	2	8	2	1,627
Venezuela	2,490	190	41	18	2	4	2,745
Other South American countries	5,345	375	158	14	41	14	5,947
Oceania (n.e.s.)	703	22	12	6	22	2	767
Grand totals	370,327	57,841	19,801	3,132	11,418	664	463,183

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

TABLES

CANADIAN TOTALS

CANADIAN TRAVEL IN OVERSEAS COUNTRIES

TABLE 34. Expenditures of Canadians Travelling to Overseas Areas,¹ 1965-69

Overseas area	1965	1966	1967	1968	1969
	millions of dollars				
United Kingdom	89	94	88	103	145
Other sterling areas	27	29	43	41	52
Other OECD in Europe	106	120	105	121	153
All other countries	26	29	32	33	49
Totals	248	272	268	298	399

¹ Excludes Hawaii.

TABLE 35. Number and Expenditures¹ of Canadian Visitors Travelling in Overseas Countries, 1967-69

	1967	1968	1969
Number of persons thousands	522	638	852
Expenditures \$ millions	199	223	287
Average trip expenditure \$	381	350	337
Average daily expenditure \$	15	13	13

¹ Excludes all transoceanic transportation costs.

TABLE 36. Length of Stay¹ reported by Canadians Returning² from Overseas Countries, classified by Area of Destination, 1968 and 1969

Area of destination	1968			1969		
	Number of persons	Person-nights	Average nights stay	Number of persons	Person-nights	Average nights stay
United Kingdom only	148,274	3,939,806	26.6	209,887	5,283,154	25.2
United Kingdom and other OECD in Europe	115,256	3,906,352	33.9	135,770	4,435,429	32.7
Other OECD in Europe only	109,098	3,225,062	29.6	157,897	4,697,406	29.7
Bermuda and Caribbean	107,869	1,413,512	13.1	139,898	1,627,006	11.6
Hawaii	28,028	568,560	20.3	29,426	540,543	18.4
Mexico	46,474	912,895	19.6	54,866	1,055,590	19.2
All other destinations	56,314	2,328,991	41.4	123,994	4,174,888	33.7
Totals	611,313	16,295,178	26.7	851,738	21,814,016	25.6

¹ Excluding time spent en route in the United States.

² Canadians returning both direct and via the United States.

TABLE 37. Destination reported by Canadians Returning¹ from Overseas Countries, 1965 - 69

Area of destination	1965	1966	1967	1968	1969
	per cent				
United Kingdom only	25.0	27.6	20.5	24.3	24.7
United Kingdom and other OECD in Europe	22.8	22.0	17.8	18.9	15.9
Other OECD in Europe only	24.0	25.2	19.1	17.8	18.5
Bermuda and Caribbean	13.2	11.3	20.6	17.6	16.4
Hawaii	6.2	6.0	5.8	4.6	3.5
Mexico	4.6	4.0	8.2	7.6	6.4
All other destinations	4.2	3.9	8.0	9.2	14.6
Totals	100.0	100.0	100.0	100.0	100.0

¹ Canadians returning both direct and via the United States.

TABLE 38. Destination reported by Canadians Returning¹ from Overseas Countries, Quarterly, 1968 and 1969

Area of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
per cent					
1968					
United Kingdom only	11.4	25.1	33.4	16.4	24.3
United Kingdom and other OECD in Europe	5.6	20.4	26.3	14.5	18.9
Other OECD in Europe only	16.0	14.8	20.8	16.8	17.8
Bermuda and Caribbean	28.4	19.9	8.1	24.8	17.6
Hawaii	14.2	3.4	0.7	4.3	4.6
Mexico	14.3	7.8	3.8	8.7	7.6
All other destinations	10.1	8.6	6.9	14.5	9.2
Totals	100.0	100.0	100.0	100.0	100.0
1969					
United Kingdom only	14.2	30.6	30.1	16.7	24.7
United Kingdom and other OECD in Europe	6.3	18.1	20.2	13.8	15.9
Other OECD in Europe only	14.5	15.2	22.1	18.4	18.5
Bermuda and Caribbean	28.7	14.4	8.6	23.7	16.4
Hawaii	11.1	2.1	0.7	3.3	3.5
Mexico	11.2	5.7	4.0	7.8	6.4
All other destinations	14.0	13.9	14.3	16.3	14.6
Totals	100.0	100.0	100.0	100.0	100.0

¹ Canadians returning both direct and via the United States.

Source: Continuous questionnaire survey.

TABLE 39. Purpose of Trip reported by Canadians Returning¹ from Overseas Countries, classified by Area of Destination, 1968 and 1969

Area of destination	Business	Holiday and recreation	Visiting friends or relatives	Other	Total
per cent					
1968					
United Kingdom only	6.7	38.4	54.0	0.9	100.0
United Kingdom and other OECD in Europe	11.0	62.3	25.3	1.4	100.0
Other OECD in Europe only	10.8	35.3	51.8	2.1	100.0
Bermuda and Caribbean	8.5	73.3	13.9	4.3	100.0
Hawaii	4.1	86.9	3.9	5.1	100.0
Mexico	10.7	77.1	7.5	4.7	100.0
All other destinations	21.5	56.4	17.0	5.1	100.0
Totals	10.1	55.4	31.9	2.6	100.0
1969					
United Kingdom only	5.8	36.7	55.9	1.6	100.0
United Kingdom and other OECD in Europe	13.9	60.8	23.1	2.2	100.0
Other OECD in Europe only	12.1	37.2	47.4	3.3	100.0
Bermuda and Caribbean	7.1	83.3	8.6	1.0	100.0
Hawaii	9.5	86.6	3.7	0.2	100.0
Mexico	6.6	81.9	10.1	1.4	100.0
All other destinations	15.1	61.2	21.1	2.6	100.0
Totals	10.0	56.5	31.5	2.0	100.0

¹ Canadians returning both direct and via the United States.

Source: Continuous questionnaire survey.

TABLE 40. Purpose of Trip reported by Canadians Returning¹ from Overseas Countries, Quarterly, 1968 and 1969

Period of re-entry	Business	Holiday and recreation	Visiting friends or relatives	Other	Total
per cent					
1968					
First quarter	8.2	66.1	22.5	3.2	100.0
Second quarter	9.9	57.3	28.9	3.9	100.0
Third quarter	7.7	50.5	39.9	1.9	100.0
Fourth quarter	18.2	52.1	27.5	2.2	100.0
Year	10.1	55.4	31.9	2.6	100.0
1969					
First quarter	8.5	64.8	23.7	3.0	100.0
Second quarter	13.1	52.5	31.4	3.0	100.0
Third quarter	5.9	52.4	40.3	1.4	100.0
Fourth quarter	17.1	61.5	20.1	1.3	100.0
Year	10.0	56.5	31.5	2.0	100.0

¹ Canadians returning both direct and via the United States.

Source: Continuous questionnaire survey.

TABLES

PROVINCIAL DETAIL

UNITED STATES VISITORS

TABLE 41. Number and Expenditures of United States Visitors in Canada, classified by Province of Entry, 1968 and 1969

Province of entry	Number of visits				Estimated expenditures ¹			
	1968		1969		1968		1969	
	Thousands of visits	Per cent of total	Thousands of visits	Per cent of total	Millions of dollars	Per cent of total	Millions of dollars	Per cent of total
Atlantic Provinces ²	4,740	13.6	4,293	12.0	72.2	8.1	75.0	7.8
Quebec	4,769	13.7	5,016	14.0	172.0	19.3	193.2	20.1
Ontario	20,692	59.5	21,478	60.1	460.8	51.7	475.8	49.5
Manitoba	815	2.4	875	2.5	28.5	3.2	34.6	3.6
Saskatchewan	310	0.9	300	0.8	7.1	0.8	7.7	0.8
Alberta	385	1.1	435	1.2	20.5	2.3	25.0	2.6
British Columbia	2,931	8.4	3,230	9.0	118.5	13.3	137.5	14.3
Yukon Territory	134	0.4	139	0.4	11.6	1.3	12.5	1.3
Canada	34,776	100.0	35,766	100.0	891.2	100.0	961.3	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

TABLE 42. Number of United States Automobiles and Other Vehicles Entering Canada, by Province of Entry, 1965 - 69

Province of entry	1965	1966	1967	1968	1969
Length of stay — One or more nights in Canada					
Atlantic Provinces	203,076	212,872	203,169	282,203	250,336
Quebec	369,811	373,613	1,044,268	605,112	644,799
Ontario	2,809,470	3,044,349	2,319,553	1,979,170	2,053,245
Manitoba	63,526	68,838	108,418	99,454	110,770
Saskatchewan	32,418	33,016	33,807	34,533	37,572
Alberta	57,799	62,601	65,667	68,604	76,845
British Columbia	386,836	433,012	397,534	442,949	509,466
Yukon Territory	24,733	28,684	26,851	28,410	25,348
Canada	3,947,669	4,256,985	4,199,267	3,540,435	3,708,381
Length of stay — Entering and departing on the same day					
Atlantic Provinces	1,257,202	1,261,109	1,271,937	1,424,715	1,353,855
Quebec	495,770	509,135	890,175	787,444	837,944
Ontario	4,334,060	4,343,915	5,335,877	5,603,611	5,599,252
Manitoba	121,662	119,178	136,490	139,720	153,284
Saskatchewan	45,305	46,988	49,946	54,570	51,580
Alberta	35,626	39,155	38,483	43,388	46,143
British Columbia	298,313	328,551	447,104	468,222	491,116
Yukon Territory	3,347	3,899	2,145	4,655	5,850
Canada	6,591,285	6,651,930	8,172,157	8,526,325¹	8,539,024²
Commercial vehicles					
Atlantic Provinces	58,215	59,077	61,537	59,827	64,560
Quebec	110,054	100,418	103,723	103,456	108,481
Ontario	241,328	296,794	320,313	344,865	336,292
Manitoba	17,750	20,101	16,787	17,535	18,142
Saskatchewan	13,488	12,086	11,075	10,781	10,533
Alberta	10,355	11,505	12,630	12,982	14,601
British Columbia	68,624	72,781	66,738	74,534	73,323
Yukon Territory	3,834	3,617	2,073	2,309	3,382
Canada	523,648	576,379	594,876	626,289	629,314

¹ Includes 48,446 bicycles and motorcycles and 87,426 taxis.

² Includes 52,672 bicycles and motorcycles and 88,279 taxis.

Source: Frontier check.

TABLE 43. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Province of Entry, 1965 - 69

Province of entry	1965	1966	1967	1968	1969
Aeroplane					
Atlantic Provinces	28,855	31,425	35,576	37,910	38,619
Quebec	188,685	207,940	530,289	249,924	303,012
Ontario	272,914	322,444	408,537	473,199	521,175
Manitoba	26,690	26,766	37,904	46,534	59,987
Saskatchewan	3,349	3,767	3,812	4,141	3,998
Alberta	15,462	21,840	24,661	28,038	37,054
British Columbia	84,978	92,075	130,413	146,683	161,296
Yukon Territory ¹	3,242	3,589	5,876	6,705	7,674
Canada	624,175	709,846	1,177,068	993,134	1,132,815
Bus²					
Atlantic Provinces	12,807	14,042	15,259	19,007	21,950
Quebec	107,966	116,187	644,298	148,397	160,500
Ontario	430,575	475,222	688,577	568,079	551,821
Manitoba	8,980	9,045	15,955	13,180	14,431
Saskatchewan	40	252	27	20	477
Alberta	5,619	6,942	6,716	6,982	10,369
British Columbia	61,547	71,283	81,948	82,107	100,757
Yukon Territory	3,382	4,962	5,042	6,129	6,654
Canada	630,916	697,935	1,457,822	843,901	866,959
Rail³					
Atlantic Provinces	370	351	257	1,198	4,578
Quebec	76,496	56,921	80,757	46,646	41,225
Ontario	84,288	77,439	104,328	72,814	62,818
Manitoba	22,825	18,123	20,163	13,550	12,487
Saskatchewan	4	4	4	4	4
Alberta	4	4	4	4	4
British Columbia	30,333	30,572	28,250	23,111	16,434
Yukon Territory	17,970	22,185	19,778	29,228	33,106
Canada	232,282	205,591	253,533	186,547	170,648
Boat					
Atlantic Provinces	1,304	1,833	1,852	1,349	2,101
Quebec	12,783	19,302	36,517	19,482	21,509
Ontario	359,099	369,337	400,284	373,566	313,086
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	140,969	161,044	168,437	176,048	191,119
Yukon Territory	8	1	47	5	30
Canada	514,163	551,517	607,137	570,450	527,845

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Excludes local traffic between border communities but includes in transit traffic.

³ After deducting passengers in transit across Southern Ontario.

⁴ No direct entries reported.

Source: Frontier check.

TABLE 44 A. Numbers of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1968

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Persons in automobiles — Same day					
Nova Scotia	—	—	—	—	—
New Brunswick	576,950	826,659	1,256,091	848,576	3,508,276
Quebec	392,362	564,685	833,351	466,536	2,256,934
Ontario	2,073,592	3,411,020	5,094,425	2,336,713	12,915,750
Manitoba	64,101	105,777	151,993	76,644	398,515
Saskatchewan	26,621	39,272	51,567	32,435	149,895
Alberta	16,656	26,753	52,441	18,618	114,468
British Columbia	239,866	311,523	447,838	240,088	1,239,315
Yukon Territory	663	2,946	6,923	1,504	12,036
Canada	3,390,811	5,288,635	7,894,629	4,021,114	20,595,189
Persons in automobiles — One night					
Nova Scotia	—	29	72	4	105
New Brunswick	8,805	26,357	50,534	16,175	101,871
Quebec	43,579	73,343	170,038	58,688	345,648
Ontario	122,819	393,518	862,833	237,090	1,616,260
Manitoba	11,747	22,509	32,719	13,941	80,916
Saskatchewan	1,746	3,728	5,892	2,999	14,365
Alberta	1,804	4,595	14,294	2,367	23,060
British Columbia	32,441	43,958	75,455	29,372	181,226
Yukon Territory	866	2,874	10,307	1,152	15,199
Canada	223,807	570,911	1,222,144	361,788	2,378,650
Persons in automobiles — Two or more nights					
Nova Scotia	249	5,747	27,175	1,725	34,896
New Brunswick	33,376	110,331	477,046	98,425	719,178
Quebec	123,803	292,145	927,697	234,822	1,578,467
Ontario	125,993	850,449	2,092,891	378,625	3,447,958
Manitoba	21,772	67,415	118,089	33,394	240,670
Saskatchewan	5,245	26,021	53,599	15,608	100,473
Alberta	6,931	37,347	126,374	12,564	183,216
British Columbia	71,184	234,647	574,882	108,497	989,210
Yukon Territory	4,304	15,660	35,583	7,221	62,768
Canada	392,857	1,639,762	4,433,336	890,881	7,356,836

TABLE 44 A. Numbers of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1968 - Continued

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Aeroplane					
Newfoundland	587	358	666	300	1,911
Prince Edward Island	18	42	222	41	323
Nova Scotia	2,793	5,714	13,294	4,387	26,188
New Brunswick	1,417	2,432	3,968	1,671	9,488
Quebec	48,718	65,139	80,666	55,401	249,924
Ontario	76,586	114,608	172,317	109,688	473,199
Manitoba	6,898	12,458	16,941	10,237	46,534
Saskatchewan	233	1,261	1,876	771	4,141
Alberta	4,342	6,919	11,306	5,471	28,038
British Columbia	19,944	38,723	60,036	27,980	146,683
Yukon Territory ¹	568	1,740	3,733	664	6,705
Canada	162,104	249,394	365,025	216,611	993,134
Bus ²					
Nova Scotia	—	658	2,441	—	3,099
New Brunswick	1,821	2,760	8,582	2,745	15,908
Quebec	15,282	34,609	79,074	19,432	148,397
Ontario	64,007	164,671	257,946	81,455	568,079
Manitoba	1,846	6,231	3,879	1,224	13,180
Saskatchewan	—	—	20	—	20
Alberta	376	2,252	3,894	460	6,982
British Columbia	12,486	23,319	31,814	14,488	82,107
Yukon Territory	11	1,537	4,562	19	6,129
Canada	95,829	236,037	392,212	119,823	843,901
Rail ³					
New Brunswick	101	72	370	655	1,198
Quebec	8,705	10,805	16,541	10,595	46,646
Ontario	19,258	29,361	36,240	22,222	107,081
Manitoba	1,931	3,569	6,075	1,975	13,550
British Columbia	3,708	6,148	8,383	4,872	23,111
Yukon Territory	157	8,553	18,934	1,584	29,228
Canada	33,860	58,508	86,543	41,903	220,814

See footnote(s) at end of table.

TABLE 44 A. Numbers of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly 1968 - Concluded

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Boat					
Newfoundland	—	—	5	—	5
Prince Edward Island	—	—	—	—	—
Nova Scotia	—	8	6	12	26
New Brunswick	221	275	587	235	1,318
Quebec	—	6,566	12,005	911	19,482
Ontario	1	65,151	297,769	10,645	373,566
British Columbia	1,322	40,904	130,030	3,792	176,048
Yukon Territory	—	3	2	—	5
Canada	1,544	112,907	440,404	15,595	570,450
Other travellers⁴					
Nova Scotia	28	621	2,809	315	3,773
New Brunswick	60,620	82,863	98,940	69,598	312,021
Quebec	23,223	30,089	30,120	39,915	123,347
Ontario	197,971	184,685	582,687	224,789	1,190,132
Manitoba	5,794	4,386	5,779	5,409	21,368
Saskatchewan	7,617	10,767	14,744	8,492	41,620
Alberta	5,231	7,078	11,754	5,217	29,280
British Columbia	14,642	27,128	32,328	19,044	93,142
Yukon Territory	65	947	604	499	2,115
Canada	315,191	348,564	779,765	373,278	1,816,798
Total visitors					
Newfoundland	587	358	671	300	1,916
Prince Edward Island	18	42	222	41	323
Nova Scotia	3,070	12,777	45,797	6,443	68,087
New Brunswick	683,311	1,051,749	1,896,118	1,038,080	4,669,258
Quebec	655,672	1,077,381	2,149,492	886,300	4,768,845
Ontario	2,680,227	5,213,463	9,397,108	3,401,227	20,692,025
Manitoba	114,089	222,345	335,475	142,824	814,733
Saskatchewan	41,462	81,049	127,698	60,305	310,514
Alberta	35,340	84,944	220,063	44,697	385,044
British Columbia	395,593	726,350	1,360,766	448,133	2,930,842
Yukon Territory	6,634	34,260	80,648	12,643	134,185
Canada	4,616,003	8,504,718	15,614,058	6,040,993	34,775,772

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic.

³ Including passengers in transit across Southern Ontario.

⁴ Persons entering as pedestrians, by local bus, motorcycle, bicycle, taxi, etc.

Source: Frontier check.

TABLE 44 B. Numbers of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1969

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Persons in automobiles — Same day					
Nova Scotia.....	—	—	—	—	—
New Brunswick.....	591,581	801,933	1,076,021	711,012	3,180,547
Quebec.....	390,382	584,659	867,938	487,738	2,330,717
Ontario.....	2,046,481	3,421,338	5,343,546	2,414,383	13,225,748
Manitoba.....	60,008	122,538	160,122	79,899	422,567
Saskatchewan.....	21,159	36,297	51,966	30,311	139,733
Alberta.....	15,277	28,161	52,793	21,195	117,426
British Columbia.....	203,203	336,378	486,706	274,655	1,300,942
Yukon Territory.....	1,211	3,380	9,377	1,248	15,216
Canada.....	3,329,302	5,334,684	8,048,469	4,020,441	20,732,896
Persons in automobiles — One night					
Nova Scotia.....	7	4	30	5	46
New Brunswick.....	8,840	19,300	45,602	19,129	92,871
Quebec.....	37,985	91,833	187,127	64,176	381,121
Ontario.....	129,356	363,984	855,096	208,615	1,557,051
Manitoba.....	9,551	20,870	39,057	14,608	84,086
Saskatchewan.....	1,439	3,723	6,271	2,633	14,066
Alberta.....	1,812	5,542	14,065	2,882	24,301
British Columbia.....	33,077	52,378	81,691	37,444	204,590
Yukon Territory.....	591	3,637	9,598	1,495	15,321
Canada.....	222,658	561,271	1,238,537	350,987	2,373,453
Persons in automobiles — Two or more nights					
Nova Scotia.....	180	6,616	27,992	2,087	36,875
New Brunswick.....	32,449	106,041	371,044	75,952	585,486
Quebec.....	127,898	325,605	915,074	241,167	1,609,744
Ontario.....	178,124	972,579	2,283,026	427,767	3,861,496
Manitoba.....	15,766	62,754	142,934	37,480	258,934
Saskatchewan.....	5,526	27,337	61,487	16,138	110,488
Alberta.....	7,929	41,191	142,259	13,592	204,971
British Columbia.....	69,868	274,071	666,416	139,603	1,149,958
Yukon Territory.....	3,594	12,210	32,359	6,614	54,777
Canada.....	441,334	1,828,404	4,642,591	960,400	7,872,729

TABLE 44B. Numbers of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1969 - Continued

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Aeroplane					
Newfoundland	276	334	890	380	1,880
Prince Edward Island	10	61	222	25	318
Nova Scotia	2,952	4,218	12,857	4,414	24,441
New Brunswick	1,612	2,451	5,767	2,150	11,980
Quebec	50,518	70,633	116,998	64,863	303,012
Ontario	111,468	151,779	144,694	113,234	521,175
Manitoba	7,204	14,239	27,022	11,522	59,987
Saskatchewan	272	1,345	1,736	645	3,998
Alberta	6,345	9,754	13,556	7,399	37,054
British Columbia	22,180	43,059	67,039	29,018	161,296
Yukon Territory ¹	838	1,593	4,390	853	7,674
Canada	203,675	299,466	395,171	234,503	1,132,815
Bus ²					
Nova Scotia	—	549	3,710	107	4,366
New Brunswick	2,008	5,140	8,512	1,924	17,584
Quebec	17,034	34,762	88,508	20,196	160,500
Ontario	62,185	183,526	222,599	83,511	551,821
Manitoba	1,448	6,732	4,379	1,872	14,431
Saskatchewan	127	144	206	—	477
Alberta	511	1,507	7,887	464	10,369
British Columbia	13,160	26,480	42,280	18,837	100,757
Yukon Territory	182	1,529	4,877	66	6,654
Canada	96,655	260,369	382,958	126,977	866,959
Rail ³					
New Brunswick	1,563	1,001	773	1,241	4,578
Quebec	10,225	9,830	14,045	7,125	41,225
Ontario	17,579	23,904	26,786	21,912	90,181
Manitoba	1,758	3,484	5,401	1,844	12,487
British Columbia	4,465	5,089	4,434	2,446	16,434
Yukon Territory	842	9,799	21,337	1,128	33,106
Canada	36,432	53,107	72,776	35,696	198,011

See footnote(s) at end of table.

TABLE 44 B. Number of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1969 - Concluded

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Boat					
Newfoundland	—	10	28	4	42
Prince Edward Island	—	4	963	—	967
Nova Scotia	—	2	109	4	115
New Brunswick	150	201	489	137	977
Quebec	—	4,486	16,104	919	21,509
Ontario	7	59,699	247,815	5,565	313,086
British Columbia	1,562	49,731	137,433	2,393	191,119
Yukon Territory	—	12	18	—	30
Canada	1,719	114,145	402,959	9,022	527,845
Other travellers ⁴					
Nova Scotia	122	744	2,352	396	3,614
New Brunswick	73,206	90,360	91,495	71,422	326,483
Quebec	35,130	44,599	46,946	41,183	167,858
Ontario	185,145	320,443	659,291	192,028	1,356,907
Manitoba	5,023	8,194	4,218	4,987	22,422
Saskatchewan	6,276	8,723	10,469	5,781	31,249
Alberta	5,231	8,387	21,824	5,710	41,152
British Columbia	18,912	24,387	39,870	22,040	105,209
Yukon Territory	710	1,266	2,685	1,396	6,057
Canada	329,755	507,103	879,150	344,943	2,060,951
Total visitors					
Newfoundland	276	344	918	384	1,922
Prince Edward Island	10	65	1,185	25	1,285
Nova Scotia	3,261	12,133	47,050	7,013	69,457
New Brunswick	711,409	1,026,427	1,599,703	882,967	4,220,506
Quebec	669,172	1,166,407	2,252,740	927,367	5,015,686
Ontario	2,730,345	5,497,252	9,782,853	3,467,015	21,477,465
Manitoba	100,758	238,811	383,133	152,212	874,914
Saskatchewan	34,799	77,569	132,135	55,508	300,011
Alberta	37,105	94,542	252,384	51,242	435,273
British Columbia	366,427	811,573	1,525,869	526,436	3,230,305
Yukon Territory	7,968	33,426	84,641	12,800	138,835
Canada	4,661,530	8,958,549	16,062,611	6,082,969	35,765,659

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic.

³ Including passengers in transit across Southern Ontario.

⁴ Persons entering as pedestrians, by local bus, motorcycle, bicycle, taxi, etc.

Source: Frontier check.

TABLE 45. United States Visitors¹ Entering Canada, classified by Province of Destination,² 1968 and 1969

Province of destination	Automobile—One or more nights		Non-automobile ³		Total	
	1968	1969	1968	1969	1968	1969
	per cent					
Atlantic Provinces	7.0	5.5	2.8	2.6	6.1	4.9
Quebec	25.1	25.6	26.0	25.7	25.3	25.6
Ontario	49.3	49.1	43.9	45.4	48.2	48.4
Manitoba	2.9	2.9	2.9	3.1	2.9	2.9
Saskatchewan	1.1	1.1	0.7	0.6	1.1	1.0
Alberta	3.5	3.5	5.3	4.0	3.8	3.6
British Columbia ⁴	11.1	12.3	18.4	18.6	12.6	13.6
Canada	100.0	100.0	100.0	100.0	100.0	100.0

¹ Excludes visitors with no particular destination and travellers in transit to and from Alaska.

² Province of destination estimated on the basis of the questionnaire surveys.

³ Excludes in transit traffic but includes some visitors entering and leaving same day.

⁴ Includes destinations in the Yukon and Northwest Territories.

TABLE 46. United States Motorists¹ in Canada for One or More Nights, classified by Type of Lodging and Province of Main Destination, 1968 and 1969

Principal type of lodging	Province of destination ²							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia Yukon and Northwest Territories	Total
1968								
Camping or house trailer	114,000	163,500	503,800	34,300	13,600	96,400	233,100	1,158,700
Cottage	43,800	55,900	698,100	18,300	3,300	3,300	18,200	840,900
Resort, hotel or motel	225,100	1,492,000	2,332,900	135,500	40,400	166,900	557,000	4,949,800
Home of friends or relatives	231,700	517,600	888,900	69,300	43,400	40,800	183,200	1,974,900
Other types of lodging	13,000	88,900	131,600	1,600	1,900	2,600	15,100	254,700
Two or more types of lodging	32,800	38,400	74,600	14,300	5,700	15,400	34,900	216,100
Totals	660,400	2,356,300	4,629,900	273,300	108,300	325,400	1,041,500	9,395,100
1969								
Camping or house trailer	134,200	216,600	788,700	49,000	19,000	125,400	315,300	1,648,200
Cottage	29,300	65,700	862,900	12,300	4,100	3,300	27,900	1,005,500
Resort, hotel or motel	184,600	1,646,900	2,320,900	154,800	42,100	154,900	612,000	5,116,200
Home of friends or relatives	153,600	492,000	723,000	56,500	41,500	41,900	207,500	1,716,000
Other types of lodging	17,500	82,400	117,700	5,000	4,800	4,800	31,300	263,500
Two or more types of lodging	21,100	33,700	60,200	6,700	2,000	13,200	28,600	165,500
Totals	540,300	2,537,300	4,873,400	284,300	113,500	343,500	1,222,600	9,914,900

¹ Excludes motorists travelling to and from Alaska and those indicating three or more provinces of main destination.

² Province of destination and type of lodging estimated on the basis of the questionnaire survey.

TABLE 47. United States Automobiles¹ in Canada for One or More Nights, classified by Region of Origin and Province of Main Destination, 1968 and 1969

Region of origin	Province of destination ²							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia Yukon and Northwest Territories	Total
1968								
New England	140,400	290,600	90,400	200	--	1,600	1,100	524,300
Middle Atlantic	46,200	351,800	612,000	2,100	300	5,100	4,500	1,022,000
South Atlantic	11,100	39,500	54,800	1,300	400	1,900	2,100	111,100
East North Central	15,800	72,800	878,700	15,700	3,300	16,200	8,500	1,011,000
West North Central	2,600	11,100	104,800	62,500	17,500	16,500	7,500	222,500
East South Central	500	2,600	9,200	600	200	600	700	14,400
West South Central	300	2,100	13,400	1,200	300	5,300	3,500	26,100
Mountain	500	2,300	7,600	1,300	7,100	23,700	24,900	67,400
Pacific	1,200	8,700	16,500	3,600	3,500	39,600	334,800	407,900
Other remaining states	400	600	400	--	--	400	6,200	8,000
Totals	219,000	782,100	1,787,800	88,500	32,600	110,900	393,800	3,414,700
1969								
New England	111,800	291,600	77,000	300	300	1,900	1,500	484,400
Middle Atlantic	46,900	377,400	591,800	3,000	400	5,800	4,200	1,029,500
South Atlantic	13,200	47,600	61,300	500	600	3,200	3,800	130,200
East North Central	10,700	101,500	937,000	11,500	3,100	15,100	9,800	1,088,700
West North Central	700	10,500	124,400	70,100	16,400	14,400	9,100	245,600
East South Central	900	6,700	14,900	400	200	500	1,400	25,000
West South Central	700	3,500	11,700	1,500	800	3,900	4,100	26,200
Mountain	700	1,700	8,300	2,800	8,900	25,100	30,300	77,800
Pacific	2,600	12,000	14,100	2,100	4,400	46,600	382,900	464,700
Other remaining states	--	100	100	200	100	1,600	10,000	12,100
Totals	188,200	852,600	1,840,600	92,400	35,200	118,100	457,100	3,584,200

¹ Excludes automobiles travelling to or from Alaska and those indicating three or more provinces of main destination.

² Province of destination estimated on basis of the questionnaire survey.

TABLE 48. Numbers of United States Visitors¹ Entering Canada by Plane, Bus, Rail and Boat², classified by Region of Origin and by Province of Destination, 1965 - 69

	1965	1966	1967	1968	1969
By region of origin:					
New England	162,000	167,000	510,000	202,000	219,000
Middle Atlantic	499,000	538,000	718,000	664,000	671,000
South Atlantic	59,000	83,000	226,000	114,000	129,000
East North Central	298,000	329,000	610,000	797,000	737,000
West North Central	77,000	87,000	198,000	137,000	164,000
East South Central	10,000	17,000	33,000	22,000	45,000
West South Central	43,000	50,000	76,000	59,000	64,000
Mountain	35,000	55,000	57,000	55,000	78,000
Pacific	205,000	197,000	337,000	381,000	426,000
Other remaining states	6,000	10,000	12,000	41,000	47,000
Totals	1,394,000	1,533,000	2,777,000	2,472,000	2,580,000
By province of destination:					
Atlantic Provinces	41,000	64,000	52,000	69,000	67,000
Quebec	396,000	420,000	1,598,000	643,000	663,000
Ontario	607,000	695,000	684,000	1,085,000	1,171,000
Manitoba	48,000	40,000	78,000	71,000	79,000
Saskatchewan	14,000	15,000	17,000	18,000	16,000
Alberta	93,000	107,000	108,000	131,000	103,000
British Columbia, Yukon and Northwest Territories	195,000	192,000	240,000	455,000	481,000
Canada	1,394,000	1,533,000	2,777,000	2,472,000	2,580,000

¹ Excludes in transit traffic.

² Entries by boat excluded for the years 1965-67.

Note: Detail estimated on the basis of the questionnaire survey.

TABLE 49. Number of Persons in United States Automobiles Entering Canada, classified by Length of Visit and Province of Exit, 1968 and 1969¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon Territory	Canada
1968								
1 ² day	3, 508, 300	2, 256, 900	12, 915, 700	398, 500	149, 900	114, 500	1, 251, 400	20, 595, 200
2 days	90, 100	272, 900	1, 743, 500	60, 600	15, 000	17, 300	179, 200	2, 378, 600
3 "	91, 700	465, 600	1, 049, 900	43, 400	18, 600	25, 800	308, 200	2, 003, 200
4 "	85, 300	334, 300	628, 000	40, 700	13, 400	21, 200	230, 100	1, 353, 000
5 "	80, 000	209, 900	354, 100	16, 500	10, 700	20, 700	148, 000	839, 900
6 "	69, 900	124, 100	237, 800	19, 500	9, 700	16, 800	91, 600	569, 400
7 "	67, 200	84, 100	257, 700	25, 200	8, 900	15, 400	78, 700	537, 200
8-10 days.....	124, 700	160, 300	634, 600	24, 700	10, 700	25, 100	145, 400	1, 125, 500
11-14 "	69, 500	51, 400	224, 900	15, 300	5, 900	15, 400	69, 500	451, 900
15-21 "	52, 800	19, 800	168, 500	17, 900	5, 400	8, 900	44, 500	317, 800
22 days and over	20, 200	9, 400	94, 400	3, 300	3, 300	8, 300	20, 100	159, 000
Totals	4, 259, 700	3, 988, 700	18, 309, 100	665, 600	251, 500	289, 400	2, 566, 700	30, 330, 700
1969								
1 ² day	3, 180, 500	2, 330, 700	13, 225, 800	422, 600	139, 700	117, 400	1, 316, 200	20, 732, 900
2 days	75, 700	384, 100	1, 575, 400	79, 500	13, 800	21, 200	223, 700	2, 373, 400
3 "	94, 400	608, 800	1, 064, 900	62, 100	18, 000	26, 000	327, 600	2, 201, 800
4 "	68, 600	369, 000	640, 900	37, 100	16, 800	23, 100	222, 800	1, 378, 300
5 "	77, 100	214, 400	425, 900	23, 100	11, 600	21, 600	147, 500	921, 200
6 "	53, 400	118, 400	279, 300	20, 600	12, 200	18, 700	99, 600	602, 200
7 "	54, 500	83, 600	251, 600	14, 100	8, 800	13, 300	79, 600	505, 500
8-10 days.....	137, 500	145, 500	755, 900	30, 200	17, 100	34, 600	175, 500	1, 296, 300
11-14 "	75, 300	42, 700	213, 300	24, 100	11, 700	21, 400	117, 900	506, 400
15-21 "	52, 400	22, 000	156, 900	9, 900	4, 000	11, 700	48, 800	305, 700
22 days and over	23, 400	4, 700	75, 600	6, 700	2, 600	5, 400	37, 000	155, 400
Totals	3, 892, 800	4, 323, 900	18, 665, 500	730, 000	256, 300	314, 400	2, 796, 200	30, 979, 100

¹ Subject to revision.

² Entering and leaving on the same day.

Note: Detail based on questionnaire surveys.

TABLE 50. Number of United States Automobiles Entering Canada, classified by Length of Visit and Province of Exit, 1968 and 1969¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1968								
1 ² day	1,369,900	779,000	5,540,700	137,100	53,400	43,000	467,400	8,390,500
2 days.....	37,100	109,700	705,700	25,700	5,700	6,900	75,900	966,700
3 "	33,400	166,800	365,600	15,100	6,400	8,700	113,200	709,200
4 "	31,000	120,900	221,000	14,200	4,200	7,300	83,000	481,600
5 "	25,000	76,600	125,300	5,700	3,900	7,300	53,500	297,300
6 "	25,500	45,900	83,000	8,100	3,300	6,300	33,100	205,200
7 "	23,600	29,800	83,900	6,800	3,500	5,000	27,800	180,400
8-10 days	47,100	56,200	198,700	9,600	4,300	8,400	51,300	375,600
11-14 "	25,600	18,100	74,900	5,600	2,200	5,700	25,800	157,900
15-21 "	18,100	7,000	53,400	6,000	2,100	3,300	16,200	106,100
22 days and over.....	9,300	4,500	30,400	1,300	1,000	4,000	9,900	60,400
Totals.....	1,645,600	1,414,500	7,482,600	235,200	90,000	105,900	957,100	11,930,900
1969								
1 ² day	1,301,300	827,900	5,531,300	150,800	50,700	44,900	491,200	8,398,100
2 days.....	29,100	124,000	658,900	26,300	4,900	7,400	85,700	936,300
3 "	34,600	193,200	405,600	21,000	5,600	8,500	123,600	792,100
4 "	23,700	123,100	237,900	11,500	5,100	8,400	84,400	494,100
5 "	27,500	71,300	150,200	7,500	3,100	8,200	52,900	320,700
6 "	19,200	38,600	99,700	6,700	3,700	6,800	36,700	211,400
7 "	18,900	30,100	88,500	5,000	2,700	5,300	28,900	179,400
8-10 days	46,300	52,300	238,600	10,000	5,800	11,100	62,800	426,900
11-14 "	25,600	15,200	76,700	6,400	3,500	7,000	41,000	175,400
15-21 "	18,200	8,300	56,200	3,300	1,200	3,800	18,800	109,800
22 days and over.....	9,700	1,900	29,300	2,900	1,000	2,000	15,500	62,300
Totals.....	1,554,100	1,485,900	7,572,900	251,400	87,300	113,400	1,041,500	12,106,500

¹ Subject to revision.

² Entering and leaving on the same day.

Note: Detail based on questionnaire surveys.

TABLE 51 A. Number of United States Automobiles in Canada, grouped by Province of Entry with Corresponding Province of Exit, by Selected Length of Visit, 1968¹

Province of entry	Province of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Traffic from the Atlantic Provinces to other provinces: All ports in the Atlantic Provinces	All ports in the Atlantic Provinces	30,800	205,200	1,541,600	7.50
	All ports in Quebec	3,900	24,300	150,200	6.20
	All ports in Ontario	1,900	15,500	115,300	7.40
	All ports in Canada	36,600	245,500	1,819,400	7.40
Traffic from Quebec to other provinces: All ports in Quebec	All ports in Quebec	98,200	409,900	1,788,900	4.40
	All ports in the Atlantic Provinces	400	16,200	124,300	7.70
	All ports in Ontario	11,900	65,800	302,200	4.60
	All ports in Manitoba	—	300	2,200	7.30
	All ports in Canada	110,500	494,600	2,256,500	4.60
Traffic from Ontario to other provinces: All ports in Ontario	All ports in Ontario	696,400	1,131,600	6,923,600	6.10
	All ports in the Atlantic Provinces	200	15,800	130,600	8.30
	All ports in Quebec	7,300	89,200	421,400	4.70
	All ports in Manitoba	1,900	11,700	67,700	5.80
	All ports in Saskatchewan	—	1,400	8,200	5.90
	All ports in Canada	705,800	1,273,400	7,900,200	6.20
Traffic from Manitoba to other provinces: All ports in Manitoba	All ports in Manitoba	23,300	48,500	283,600	5.80
	All ports in Quebec	—	800	7,900	9.90
	All ports in Ontario	1,600	8,300	59,800	7.20
	All ports in Saskatchewan	500	3,300	20,400	6.20
	All ports in Alberta	100	4,700	35,500	7.60
	All ports in Canada	25,500	74,000	473,300	6.40
Traffic from Saskatchewan to other provinces: All ports in Saskatchewan	All ports in Saskatchewan	4,200	16,400	104,500	6.40
	All ports in Ontario	100	1,200	11,700	9.80
	All ports in Manitoba	300	2,200	14,900	6.80
	All ports in Alberta	200	3,400	26,100	7.70
	All ports in British Columbia	100	4,200	33,300	7.90
	All ports in Canada	4,900	29,700	203,600	6.90
Traffic from Alberta to other provinces: All ports in Alberta	All ports in Alberta	5,600	15,800	83,300	5.30
	All ports in Manitoba	200	3,200	17,600	5.50
	All ports in Saskatchewan	700	3,800	26,700	7.00
	All ports in British Columbia	1,200	29,200	191,000	6.50
	All ports in Yukon Territory	—	3,800	21,300	5.60
	All ports in Canada	7,700	60,900	383,400	6.30
Traffic from British Columbia to other provinces: All ports in British Columbia	All ports in British Columbia	69,200	322,100	1,577,400	4.90
	All ports in Saskatchewan	—	3,600	26,800	7.40
	All ports in Alberta	900	21,900	140,200	6.40
	All ports in Yukon Territory	—	10,200	54,700	5.40
	All ports in Canada	70,100	372,800	2,003,200	5.40
Traffic from Yukon Territory to other provinces: All ports in Yukon Territory	All ports in Yukon Territory	5,600	7,500	46,800	6.20
	All ports in Saskatchewan	—	2,400	15,800	6.60
	All ports in Alberta	—	2,400	20,600	8.60
	All ports in British Columbia	—	7,500	66,400	8.90
	All ports in Canada	5,600	22,800	188,600	8.30
All ports in Canada	All ports in Canada	966,700	2,573,700	15,228,200	5.90

¹ Subject to revision.

Note: Province of exit based on questionnaire surveys.

TABLE 51 B. Number of United States Automobiles in Canada, grouped by Province of Entry with Corresponding Province of Exit, by Selected Length of Visit, 1969¹

Province of entry	Province of exit	Length of stay			
		Cars staying one night	Staying two or more nights		
			Number of cars	Number of car nights	Average nights stay per car
Traffic from the Atlantic Provinces to other provinces:					
All ports in the Atlantic Provinces	All ports in the Atlantic Provinces	29,900	176,300	1,327,900	7.50
	All ports in Quebec	3,000	20,400	132,200	6.50
	All ports in Ontario	2,200	17,000	141,500	8.30
	All ports in Canada	35,100	215,200	1,633,700	7.60
Traffic from Quebec to other provinces:					
All ports in Quebec	All ports in Quebec	108,600	426,000	1,599,700	3.80
	All ports in the Atlantic Provinces	1,100	21,600	147,800	6.80
	All ports in Ontario	14,100	71,100	323,100	4.50
	All ports in Manitoba	—	200	800	4.00
	All ports in Canada	123,800	521,000	2,090,300	4.00
Traffic from Ontario to other provinces:					
All ports in Ontario	All ports in Ontario	637,100	1,266,600	7,641,700	6.00
	All ports in the Atlantic Provinces	600	24,300	240,600	9.90
	All ports in Quebec	12,300	86,000	438,300	5.10
	All ports in Manitoba	600	9,000	67,400	7.50
	All ports in Saskatchewan	—	800	6,800	8.50
	All ports in Canada	651,600	1,401,600	8,635,200	6.20
Traffic from Manitoba to other provinces:					
All ports in Manitoba	All ports in Manitoba	25,300	52,600	294,700	5.60
	All ports in Quebec	—	600	3,000	5.00
	All ports in Ontario	1,900	11,500	53,300	4.60
	All ports in Saskatchewan	600	3,700	24,600	6.60
	All ports in Alberta	100	3,700	35,700	9.60
	All ports in Canada	28,100	82,700	524,800	6.30
Traffic from Saskatchewan to other provinces:					
All ports in Saskatchewan	All ports in Saskatchewan	4,000	18,200	102,800	5.60
	All ports in Ontario	100	1,700	14,200	8.40
	All ports in Manitoba	400	2,000	13,500	6.80
	All ports in Alberta	200	3,600	29,100	8.10
	All ports in British Columbia	100	4,800	37,300	7.80
	All ports in Canada	4,800	32,700	210,500	6.40
Traffic from Alberta to other provinces:					
All ports in Alberta	All ports in Alberta	6,300	18,800	109,800	5.80
	All ports in Manitoba	100	3,900	26,100	6.70
	All ports in Saskatchewan	300	3,300	26,300	8.00
	All ports in British Columbia	1,700	32,500	292,600	9.00
	All ports in Yukon Territory	—	4,400	26,800	6.10
	All ports in Canada	8,400	68,500	539,700	7.90
Traffic from British Columbia to other provinces:					
All ports in British Columbia	All ports in British Columbia	78,000	370,600	2,018,100	5.40
	All ports in Saskatchewan	—	4,000	33,700	8.40
	All ports in Alberta	800	26,900	185,500	6.90
	All ports in Yukon Territory	—	14,000	72,900	5.20
	All ports in Canada	78,800	430,700	2,500,400	5.80
Traffic from Yukon Territory to other provinces:					
All ports in Yukon Territory	All ports in Yukon Territory	5,700	5,400	22,000	4.10
	All ports in Saskatchewan	—	1,700	8,800	5.20
	All ports in Alberta	—	3,800	28,400	7.50
	All ports in British Columbia	—	6,400	52,200	8.20
	All ports in Canada	5,700	19,700	140,300	7.10
All ports in Canada	All ports in Canada	936,300	2,772,100	16,274,900	5.90

¹ Subject to revision.

Note: Province of exit based on questionnaire surveys.

**TABLE 52. Number of Pleasure Craft (Boats) Entering Canada on Cruising Permits,¹
Quarterly, by Length of Stay, 1968 and 1969**

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
1968					
Boats - Entering and leaving same day					
Atlantic Provinces	1	41	27	9	78
Quebec	3	4,308	5,712	721	10,744
Ontario	25	9,726	23,594	2,040	35,385
British Columbia	18	38	27	6	89
Canada	47	14,113	29,360	2,776	46,296
Boats - One or more nights in Canada					
Atlantic Provinces	2	17	72	6	97
Quebec	-	73	550	9	632
Ontario	26	8,149	19,936	1,196	29,307
British Columbia	55	1,549	7,578	98	9,280
Canada	83	9,788	28,136	1,309	39,316
Total boats					
Atlantic Provinces	3	58	99	15	175
Quebec	3	4,381	6,262	730	11,376
Ontario	51	17,875	43,530	3,236	64,692
British Columbia	73	1,587	7,605	104	9,369
Canada	130	23,901	57,496	4,085	85,612
1969					
Boats - Entering and leaving same day					
Atlantic Provinces	-	13	75	11	99
Quebec	12	1,855	4,081	322	6,270
Ontario	4	7,130	19,211	803	27,148
British Columbia	-	17	83	3	103
Canada	16	9,015	23,450	1,139	33,620
Boats - One or more nights in Canada					
Atlantic Provinces	-	8	35	-	43
Quebec	12	70	353	17	452
Ontario	-	6,846	16,955	383	24,184
British Columbia	52	1,496	6,778	70	8,396
Canada	64	8,420	24,121	470	33,075
Total boats					
Atlantic Provinces	-	21	110	11	142
Quebec	24	1,925	4,434	339	6,722
Ontario	4	13,976	36,166	1,186	51,332
British Columbia	52	1,513	6,861	73	8,499
Canada	80	17,435	47,571	1,609	66,695

¹ Foreign pleasure craft entering Canada on own power.

Source: Number of permits issued by border officials.

TABLES

PROVINCIAL DETAIL

CANADIAN TRAVEL IN UNITED STATES

TABLE 53. Number and Expenditures of Canadian Travellers in the United States, classified by Province of Residence, 1968 and 1969

Province of residence	Number of visits ¹				Estimated expenditures ²			
	1968		1969		1968		1969	
	Thousands of visits	Per cent of total	Thousands of visits	Per cent of total	Millions of dollars	Per cent of total	Millions of dollars	Per cent of total
Atlantic Provinces	480	5.5	495	5.2	27.0	4.2	35.3	4.4
Quebec	2,969	34.0	3,346	35.3	178.9	28.1	225.2	28.2
Ontario	3,297	37.7	3,503	36.9	284.7	44.8	358.7	44.9
Manitoba	414	4.7	426	4.5	28.4	4.5	34.3	4.3
Saskatchewan	193	2.2	212	2.2	16.1	2.5	19.1	2.4
Alberta	424	4.9	500	5.3	38.1	6.0	52.0	6.5
British Columbia and Yukon Territory	960	11.0	1,005	10.6	62.6	9.9	74.0	9.3
Canada	8,737	100.0	9,487	100.0	635.8	100.0	798.6	100.0

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

² Subject to revision.

TABLE 54. Numbers of Canadian Automobiles and Other Vehicles Returning from the United States, by Province of Re-entry into Canada, 1965 - 69

Province of re-entry	1965	1966	1967	1968	1969
Length of stay - One or more nights in United States					
Atlantic Provinces	129,248	134,422	153,553	162,243	163,782
Quebec	540,816	633,702	627,851	798,837	905,142
Ontario	616,565	745,026	806,902	938,913	869,351
Manitoba	74,761	84,911	117,263	112,339	118,748
Saskatchewan	28,177	31,525	40,276	39,769	41,889
Alberta	30,914	37,647	41,857	45,833	50,153
British Columbia	241,857	270,738	316,129	360,673	389,434
Yukon Territory	1,164	1,320	1,593	2,254	2,372
Canada	1,663,502	1,939,291	2,105,424	2,460,861	2,540,871
Length of stay - Leaving and returning same day					
Atlantic Provinces	2,014,465	2,061,327	1,999,678	2,072,468	2,005,302
Quebec	1,331,193	1,386,422	1,310,972	1,447,051	1,494,867
Ontario	3,711,129	3,963,766	3,841,315	3,976,717	4,292,929
Manitoba	164,419	172,562	189,434	194,460	194,604
Saskatchewan	79,727	86,212	87,711	95,042	89,635
Alberta	52,022	56,341	56,149	63,330	67,014
British Columbia	1,009,629	1,010,299	1,132,047	1,285,815	1,321,648
Yukon Territory	1,435	1,177	950	1,262	1,382
Canada	8,364,019	8,738,106	8,618,256	9,136,145¹	9,467,381²
Commercial vehicles					
Atlantic Provinces	107,330	131,010	131,234	148,868	132,824
Quebec	176,420	175,271	174,875	176,279	202,319
Ontario	352,021	366,053	379,746	457,016	558,281
Manitoba	22,104	22,851	22,353	23,648	25,376
Saskatchewan	8,637	6,794	7,708	13,133	33,100
Alberta	6,188	6,275	6,703	7,147	7,680
British Columbia	26,782	28,313	31,565	43,196	42,464
Yukon Territory	516	472	489	575	1,616
Canada	699,998	737,039	754,673	869,862	1,003,660

¹ Includes 91,977 bicycles and motorcycles and 134,033 taxis.

² Includes 93,612 bicycles and motorcycles and 139,426 taxis.

TABLE 55. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by Province of Re-entry into Canada, 1965-69

Province of re-entry	1965	1966	1967	1968	1969
Aeroplane					
Atlantic Provinces	19,096	19,499	23,561	25,294	24,974
Quebec	195,077	207,281	179,588	175,483	329,945
Ontario	335,428	377,836	449,058	555,102	630,265
Manitoba	18,119	18,177	26,470	31,073	43,881
Saskatchewan	1,369	1,722	1,183	1,125	3,957
Alberta	11,445	16,275	20,444	23,615	36,393
British Columbia	55,772	63,018	90,817	115,198	129,667
Yukon Territory	433	732	605	937	1,786
Canada	636,739	704,540	791,726	927,827	1,200,868
Bus ¹					
Atlantic Provinces	10,228	12,419	12,125	10,337	9,962
Quebec	125,069	141,528	140,474	150,171	176,989
Ontario	241,800	268,276	290,943	304,459	358,040
Manitoba	11,646	11,130	12,095	12,323	12,546
Saskatchewan	115	88	77	67	360
Alberta	3,837	4,068	3,683	4,874	4,001
British Columbia	96,124	113,853	117,642	125,875	127,412
Yukon Territory	422	313	365	607	508
Canada	489,241	551,675	577,404	608,713	689,818
Rail					
Atlantic Provinces	633	510	421	684	907
Quebec	74,812	57,631	41,991	38,701	34,765
Ontario	88,337	74,386	68,410	66,270	55,340
Manitoba	22,876	14,811	14,251	11,811	9,904
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	28,488	26,521	20,942	17,830	12,658
Yukon Territory	1,283	2,615	1,544	1,114	1,412
Canada	216,429	176,474	147,559	136,410	114,986
Boat					
Atlantic Provinces	5,076	5,086	4,784	4,992	4,277
Quebec	10,658	18,045	17,385	18,218	20,719
Ontario	79,803	95,246	87,771	92,777	86,816
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	14,952	19,663	16,906	18,622	19,934
Yukon Territory	20	22	49	30	26
Canada	110,509	138,062	126,895	134,639	131,772

¹ Excludes local bus traffic between border communities.

Source: Frontier check.

TABLE 56 A. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1968

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Persons in automobiles - Same day					
Nova Scotia	—	—	—	—	—
New Brunswick	919, 177	1, 274, 596	1, 568, 104	1, 185, 943	4, 947, 820
Quebec	560, 172	1, 193, 062	1, 904, 346	675, 983	4, 333, 563
Ontario	1, 714, 125	2, 063, 634	2, 764, 222	2, 065, 016	8, 606, 997
Manitoba	89, 468	147, 688	211, 867	113, 728	562, 751
Saskatchewan	52, 859	76, 422	89, 232	64, 505	283, 018
Alberta	28, 977	42, 038	63, 645	34, 044	168, 704
British Columbia	682, 779	1, 054, 102	1, 265, 353	615, 813	3, 618, 047
Yukon Territory	380	804	1, 303	598	3, 085
Canada	4, 047, 937	5, 852, 346	7, 868, 072	4, 755, 630	22, 523, 985
Persons in automobiles - One night					
Nova Scotia	32	420	1, 607	270	2, 329
New Brunswick	8, 533	24, 020	53, 939	14, 861	101, 353
Quebec	50, 835	113, 202	275, 544	72, 866	512, 447
Ontario	101, 062	180, 449	314, 072	155, 386	750, 969
Manitoba	12, 510	20, 748	34, 257	15, 619	83, 134
Saskatchewan	2, 549	5, 582	8, 455	4, 194	20, 780
Alberta	2, 449	4, 993	10, 850	3, 171	21, 463
British Columbia	38, 854	60, 261	108, 427	45, 702	253, 244
Yukon Territory	134	503	1, 095	182	1, 914
Canada	216, 958	410, 178	808, 246	312, 251	1, 747, 633
Persons in automobiles - Two or more nights					
Nova Scotia	351	1, 544	3, 461	866	6, 222
New Brunswick	29, 908	73, 782	190, 751	81, 730	376, 171
Quebec	209, 827	396, 131	1, 220, 452	283, 204	2, 109, 614
Ontario	189, 334	303, 809	697, 100	279, 118	1, 469, 361
Manitoba	36, 558	63, 458	129, 593	50, 604	280, 213
Saskatchewan	12, 944	23, 055	55, 285	19, 928	111, 212
Alberta	12, 263	25, 819	56, 597	17, 365	112, 044
British Columbia	84, 035	170, 046	340, 422	118, 152	712, 655
Yukon Territory	144	1, 005	3, 064	230	4, 443
Canada	575, 364	1, 058, 649	2, 696, 725	851, 197	5, 181, 935

TABLE 56 A. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1968 — Continued

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Aeroplane					
Newfoundland	48	54	48	28	178
Prince Edward Island	158	11	66	62	297
Nova Scotia	3,033	4,111	5,642	3,892	16,678
New Brunswick	2,005	1,997	2,525	1,614	8,141
Quebec	59,139	48,340	34,625	33,379	175,483
Ontario	132,601	134,583	148,193	139,725	555,102
Manitoba	8,819	6,901	7,535	7,818	31,073
Saskatchewan	323	312	228	262	1,125
Alberta	6,612	5,898	5,017	6,088	23,615
British Columbia	29,625	30,137	29,616	25,820	115,198
Yukon Territory	183	153	443	158	937
Canada	242,546	232,497	233,938	218,846	927,827
Bus ¹					
Nova Scotia	—	—	218	—	218
New Brunswick	1,724	2,225	4,376	1,794	10,119
Quebec	28,553	33,980	64,009	23,629	150,171
Ontario	67,913	99,936	76,675	59,935	304,459
Manitoba	3,365	3,122	3,372	2,464	12,323
Saskatchewan	67	—	—	—	67
Alberta	901	1,620	1,290	1,063	4,874
British Columbia	28,197	35,719	34,513	27,446	125,875
Yukon Territory	47	148	395	17	607
Canada	130,767	176,750	184,848	116,348	608,713
Rail					
New Brunswick	138	101	251	194	684
Quebec	8,271	8,632	11,558	10,240	38,701
Ontario	15,272	15,026	21,571	14,401	66,270
Manitoba	2,852	2,752	3,762	2,445	11,811
British Columbia	3,368	4,463	5,865	4,134	17,830
Yukon Territory	33	366	653	62	1,114
Canada	29,934	31,340	43,660	31,476	136,410

¹ Excludes local bus traffic between border communities, but includes in transit traffic.

TABLE 56 A. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1968 - Concluded

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Boat					
Newfoundland	2	5	—	2	9
Prince Edward Island	—	—	—	—	—
Nova Scotia	4	—	10	—	14
New Brunswick	1, 181	706	1, 809	1, 273	4, 969
Quebec	5	5, 009	12, 346	858	18, 218
Ontario	45	12, 837	77, 645	2, 250	92, 777
British Columbia	955	4, 238	10, 792	2, 637	18, 622
Yukon Territory	—	5	25	—	30
Canada	2, 192	22, 800	102, 627	7, 020	134, 639
Other travellers					
Nova Scotia	34	219	915	329	1, 497
New Brunswick	138, 834	141, 413	161, 674	129, 111	571, 032
Quebec	60, 115	54, 627	64, 894	62, 574	242, 210
Ontario	347, 626	415, 525	482, 331	400, 760	1, 646, 242
Manitoba	7, 621	7, 870	7, 636	10, 274	33, 401
Saskatchewan	7, 393	12, 409	15, 406	13, 724	48, 932
Alberta	2, 588	2, 592	2, 942	2, 615	10, 737
British Columbia	18, 222	20, 598	71, 800	21, 801	132, 421
Yukon Territory	151	220	332	181	884
Canada	582, 584	655, 473	807, 930	641, 369	2, 687, 356
Total travellers					
Newfoundland	50	59	48	30	187
Prince Edward Island	158	11	66	62	297
Nova Scotia	3, 454	6, 294	11, 853	5, 357	26, 958
New Brunswick	1, 101, 500	1, 518, 840	1, 983, 429	1, 416, 520	6, 020, 289
Quebec	976, 917	1, 852, 983	3, 587, 774	1, 162, 733	7, 580, 407
Ontario	2, 567, 978	3, 225, 799	4, 581, 809	3, 116, 591	13, 492, 177
Manitoba	161, 193	252, 539	398, 022	202, 952	1, 014, 706
Saskatchewan	76, 135	117, 780	168, 606	102, 613	465, 134
Alberta	53, 790	82, 960	140, 341	64, 346	341, 437
British Columbia	886, 035	1, 379, 564	1, 866, 788	861, 505	4, 993, 892
Yukon Territory	1, 072	3, 204	7, 310	1, 428	13, 014
Canada	5, 828, 282	8, 440, 033	12, 746, 046	6, 934, 137	33, 948, 498

Source: Frontier check.

TABLE 56 B. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1969

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Persons in automobiles - Same day					
Nova Scotia	—	—	—	—	—
New Brunswick	873,523	1,237,208	1,403,952	1,076,864	4,591,547
Quebec	579,958	1,213,676	1,906,879	697,673	4,398,186
Ontario	1,937,748	2,488,934	2,739,292	2,071,041	9,237,015
Manitoba	82,668	155,191	204,794	109,476	552,129
Saskatchewan	40,882	74,559	87,483	62,699	265,623
Alberta	25,766	50,437	63,823	36,659	176,685
British Columbia	622,326	1,094,821	1,250,792	741,609	3,709,548
Yukon Territory	389	982	1,485	452	3,308
Canada	4,163,260	6,315,808	7,658,500	4,796,473	22,934,041
Persons in automobiles - One night					
Nova Scotia	36	694	1,576	212	2,518
New Brunswick	6,847	18,475	40,606	15,058	80,986
Quebec	55,203	150,093	301,807	84,367	591,470
Ontario	113,562	152,216	230,431	108,519	604,728
Manitoba	10,137	19,204	34,482	15,014	78,837
Saskatchewan	2,317	5,774	8,374	3,592	20,057
Alberta	1,958	6,360	11,016	3,034	22,368
British Columbia	38,401	75,724	115,295	52,955	282,375
Yukon Territory	81	361	1,030	155	1,627
Canada	228,542	428,901	744,617	282,906	1,684,966
Persons in automobiles - Two or more nights					
Nova Scotia	198	1,319	3,219	951	5,687
New Brunswick	32,144	80,659	190,174	82,696	385,673
Quebec	197,236	431,949	1,378,665	296,217	2,304,067
Ontario	245,496	379,840	711,705	329,587	1,666,628
Manitoba	29,079	62,139	153,514	52,153	296,885
Saskatchewan	13,085	25,662	62,518	18,669	119,934
Alberta	13,233	32,008	62,671	16,806	124,718
British Columbia	82,404	197,542	347,014	128,856	755,816
Yukon Territory	104	1,140	3,383	400	5,027
Canada	612,979	1,212,258	2,912,863	926,335	5,664,435

TABLE 56 B. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1969 - Continued

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Aeroplane					
Newfoundland	46	43	37	7	133
Prince Edward Island	53	345	36	52	486
Nova Scotia	3,473	3,292	6,005	4,048	16,818
New Brunswick	1,645	1,519	2,394	1,979	7,537
Quebec	68,262	78,847	102,909	79,927	329,945
Ontario	178,073	171,370	162,427	118,395	630,265
Manitoba	10,877	13,177	10,289	9,538	43,881
Saskatchewan	258	988	2,478	233	3,957
Alberta	12,145	10,652	6,606	6,990	36,393
British Columbia	34,738	34,303	32,520	28,106	129,667
Yukon Territory	455	611	588	132	1,786
Canada	310,025	315,147	326,289	249,407	1,200,868
Bus¹					
Nova Scotia	—	21	279	—	300
New Brunswick	1,771	2,359	3,818	1,714	9,662
Quebec	35,435	40,287	74,023	27,244	176,989
Ontario	67,913	133,847	90,189	66,091	358,040
Manitoba	3,281	3,393	3,533	2,339	12,546
Saskatchewan	24	167	138	31	360
Alberta	1,061	1,153	1,090	697	4,001
British Columbia	25,105	36,706	34,980	30,621	127,412
Yukon Territory	49	172	278	9	508
Canada	134,639	218,105	208,328	128,746	689,818
Rail					
New Brunswick	97	198	414	198	907
Quebec	9,521	8,497	10,317	6,430	34,765
Ontario	13,973	13,297	16,010	12,060	55,340
Manitoba	2,445	2,211	3,324	1,924	9,904
British Columbia	3,544	3,651	3,250	2,213	12,658
Yukon Territory	61	629	653	69	1,412
Canada	29,641	28,483	33,968	22,894	114,986

¹ Excludes local bus traffic between border communities, but includes in transit traffic.

TABLE 56 B. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1969 - Concluded

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Boat					
Newfoundland	—	—	7	—	7
Prince Edward Island	—	—	3	—	3
Nova Scotia	—	—	27	—	27
New Brunswick	888	849	1,788	715	4,240
Quebec	—	4,031	15,948	740	20,719
Ontario	141	11,224	70,451	5,000	86,816
British Columbia	1,345	4,198	12,655	1,736	19,934
Yukon Territory	—	22	4	—	26
Canada	2,374	20,324	100,883	8,191	131,772
Other travellers					
Nova Scotia	115	483	877	271	1,746
New Brunswick	118,263	158,147	178,306	134,425	589,141
Quebec	79,276	64,738	86,982	76,400	307,396
Ontario	394,929	494,764	537,736	438,369	1,865,798
Manitoba	9,688	12,933	10,801	10,575	43,997
Saskatchewan	14,671	12,029	19,003	13,399	59,102
Alberta	2,802	4,078	4,437	3,028	14,345
British Columbia	22,059	29,803	53,405	32,402	137,669
Yukon Territory	514	244	321	516	1,595
Canada	642,317	777,219	891,868	709,385	3,020,789
Total travellers					
Newfoundland	46	43	44	7	140
Prince Edward Island	53	345	39	52	489
Nova Scotia	3,822	5,809	11,983	5,482	27,096
New Brunswick	1,035,178	1,499,414	1,821,452	1,313,649	5,669,693
Quebec	1,024,891	1,992,118	3,877,530	1,268,998	8,163,537
Ontario	2,951,835	3,845,492	4,558,241	3,149,062	14,504,630
Manitoba	148,175	268,248	420,737	201,019	1,038,179
Saskatchewan	71,237	119,179	179,994	98,623	469,033
Alberta	56,965	104,688	149,643	67,214	378,510
British Columbia	829,922	1,476,748	1,849,911	1,018,498	5,175,079
Yukon Territory	1,653	4,161	7,742	1,733	15,289
Canada	6,123,777	9,316,245	12,877,316	7,124,337	35,441,675

Source: Frontier check.

TABLE 57. Canadian Travellers¹ Returning from the United States, classified by Purpose of Trip and Province of Re-entry, 1968 and 1969

Province of re-entry	Business	Holiday	Shopping	Transit through the United States	Visiting friends or relatives	Other	Totals
1968							
Atlantic Provinces	18,600	214,700	38,000	43,300	174,800	38,000	527,400
Quebec	154,100	1,945,200	45,700	45,200	728,700	85,700	3,004,600
Ontario	350,400	1,509,700	152,200	92,000	957,000	177,600	3,238,900
Manitoba	29,500	204,400	32,100	32,900	97,900	21,800	418,600
Saskatchewan	4,800	68,800	8,900	11,500	31,800	7,400	133,200
Alberta	14,600	87,300	10,600	2,200	40,000	7,300	162,000
British Columbia and Yukon Territory ...	69,200	710,000	111,100	6,300	311,000	44,900	1,252,500
Canada	641,200	4,740,100	398,600	233,400	2,341,200	382,700	8,737,200
1969							
Atlantic Provinces	17,000	238,500	39,900	21,100	181,800	16,700	515,000
Quebec	241,200	2,277,000	44,900	34,500	821,800	38,500	3,457,900
Ontario	395,500	1,859,200	131,900	53,500	896,900	64,800	3,401,800
Manitoba	39,000	237,400	31,800	29,100	96,300	8,500	442,100
Saskatchewan	9,800	78,000	9,300	11,500	33,000	2,700	144,300
Alberta	25,500	101,800	8,500	2,100	44,600	5,000	187,500
British Columbia and Yukon Territory ...	92,100	775,900	87,700	12,200	348,000	22,300	1,338,200
Canada	820,100	5,567,800	354,000	164,000	2,422,400	158,500	9,486,800

¹ Excludes Canadians leaving and returning by automobile on same day and "other travellers".

TABLE 58. Number of Canadian Automobiles Returning from the United States, classified by Length of Visit and Province of Re-entry, 1968¹ and 1969¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1968								
1 ² day	1,971,000	1,417,200	3,913,000	188,800	93,700	62,500	1,263,900	8,910,100
2 days	35,800	161,300	320,900	26,700	7,100	7,600	99,200	658,600
3 "	36,300	168,400	189,900	31,000	8,900	9,600	93,700	537,800
4 "	25,400	122,700	106,800	15,400	5,200	5,900	41,700	323,100
5 "	19,200	63,000	57,100	7,600	2,300	2,900	20,500	172,600
6 "	10,200	42,400	33,700	5,700	2,500	2,800	17,000	114,300
7 "	6,600	33,000	24,900	3,600	1,900	1,900	11,500	83,400
8-10 days	12,500	80,200	62,200	7,000	3,200	4,300	26,000	195,400
11-14 "	7,300	50,400	43,700	4,800	2,800	3,800	19,800	132,600
15-21 "	4,200	45,400	49,100	4,500	2,400	3,900	17,400	126,900
22 days and over	4,800	32,000	50,700	6,000	3,400	3,100	16,200	116,200
Totals	2,133,300	2,216,000	4,852,000	301,100	133,400	108,300	1,626,900	11,371,000
1969								
1 ² day	1,906,500	1,465,400	4,218,400	189,800	88,500	65,600	1,300,100	9,234,300
2 days	30,900	186,100	234,500	26,500	6,700	8,000	109,600	602,300
3 "	36,100	213,200	161,500	30,900	8,400	8,500	95,100	553,700
4 "	25,500	126,200	105,100	15,500	6,500	5,700	44,600	329,100
5 "	14,300	69,900	49,700	9,300	3,100	3,900	25,300	175,500
6 "	8,500	49,600	37,300	5,900	2,400	2,200	16,700	122,600
7 "	8,300	35,500	26,600	4,700	1,300	2,300	11,400	90,100
8-10 days	18,000	99,000	66,100	9,100	4,100	6,200	28,100	230,600
11-14 "	8,700	44,500	58,500	5,800	2,800	4,400	23,500	148,200
15-21 "	6,300	50,800	67,900	4,500	2,400	4,600	20,900	157,400
22 days and over	7,200	30,300	62,200	6,600	4,100	4,400	16,600	131,400
Totals	2,070,300	2,370,500	5,087,800	308,600	130,300	115,800	1,691,900	11,775,200

¹ Subject to revision.

² Automobiles leaving and returning on the same day.

Source: Detail based on questionnaire surveys.

TABLE 59. Number of Canadian Motorists Returning from the United States, classified by Length of Visit and Province of Re-entry, 1968¹ and 1969¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1968								
1 ² day	4,947,800	4,333,600	8,607,000	562,800	283,000	168,700	3,621,100	22,524,000
2 days	103,700	512,400	751,000	83,100	20,800	21,500	255,100	1,747,600
3 "	116,000	563,000	466,900	107,000	31,400	29,000	262,000	1,575,300
4 "	76,700	399,700	258,200	50,100	18,400	18,900	111,200	933,200
5 "	58,100	201,500	131,000	24,900	8,000	8,100	53,100	484,700
6 "	27,800	130,400	87,100	17,700	8,900	8,300	45,600	325,800
7 "	18,900	113,100	55,000	13,500	7,200	5,800	33,200	246,700
8-10 days	37,200	275,200	147,400	22,200	11,100	12,900	71,300	577,300
11-14 "	22,000	173,100	106,800	16,000	9,500	12,100	56,700	396,200
15-21 "	13,300	160,000	112,200	14,200	7,300	10,300	48,600	365,900
22 days and over	12,400	93,600	104,800	14,600	9,400	6,600	35,500	276,900
Totals	5,433,900	6,955,600	10,827,400	926,100	415,000	302,200	4,593,400	29,453,600
1969								
1 ² day	4,591,600	4,398,200	9,237,000	552,100	265,600	176,700	3,712,800	22,934,000
2 days	83,500	591,500	604,700	78,800	20,100	22,400	284,000	1,685,000
3 "	108,300	683,900	430,200	102,200	29,900	25,400	256,300	1,636,200
4 "	75,600	400,200	276,800	50,900	22,600	17,600	119,600	963,300
5 "	40,000	208,700	135,700	28,400	10,900	11,100	65,900	500,700
6 "	24,400	151,500	101,300	18,300	7,900	6,300	42,600	352,300
7 "	24,600	114,900	71,600	15,100	5,000	6,600	31,100	268,900
8-10 days	53,000	330,300	171,100	31,900	13,600	18,800	78,900	697,600
11-14 "	25,300	143,200	154,000	18,000	9,800	14,500	66,800	431,600
15-21 "	21,300	180,700	184,900	14,400	8,900	14,000	59,400	483,600
22 days and over	18,800	90,600	141,100	17,700	11,300	10,400	40,300	330,200
Totals	5,066,400	7,293,700	11,508,400	927,800	405,600	323,800	4,757,700	30,283,400

¹ Subject to revision.

² Persons in automobiles leaving and returning on the same day.

Source: Detail based on questionnaire surveys.

TABLE 60. Canadian Travellers¹ Returning from the United States, classified by Province of Residence and Province of Re-entry, 1968 and 1969

Province of re-entry	Province of residence							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
1968								
Atlantic Provinces	418,300	56,100	49,200	--	400	900	2,500	527,400
Quebec	28,100	2,769,700	192,300	3,000	1,100	5,200	5,200	3,004,600
Ontario	32,400	138,200	2,994,800	39,200	10,000	16,200	8,100	3,238,900
Manitoba	300	1,400	19,000	350,300	28,000	13,300	6,300	418,600
Saskatchewan	200	700	8,600	1,800	106,100	13,400	2,400	133,200
Alberta	400	400	2,300	3,100	11,400	136,300	8,100	162,000
British Columbia and Yukon Territory	300	2,600	31,100	16,300	36,100	238,300	927,800	1,252,500
Canada	480,000	2,969,100	3,297,300	413,700	193,100	423,600	960,400	8,737,200
1969								
Atlantic Provinces	434,100	38,400	41,400	300	500	—	300	515,000
Quebec	30,900	3,186,300	217,600	4,000	3,900	7,700	7,500	3,457,900
Ontario	27,000	114,500	3,184,100	31,500	11,200	16,800	16,700	3,401,800
Manitoba	1,100	800	19,800	361,700	36,700	17,100	4,900	442,100
Saskatchewan	100	900	5,700	5,800	111,700	16,900	3,200	144,300
Alberta	300	600	4,800	3,900	12,800	157,300	7,800	187,500
British Columbia and Yukon Territory	900	4,900	29,800	19,000	35,400	283,800	964,400	1,338,200
Canada	494,400	3,346,400	3,503,200	426,200	212,200	499,600	1,004,800	9,486,800

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

TABLES

PROVINCIAL DETAIL

OVERSEAS VISITORS TO CANADA

TABLE 61. Number and Expenditures¹ of Visitors² from Overseas Countries, classified by Province of Destination, 1968³ and 1969³

Province of destination	Visitors		Expenditures	
	1968	1969	1968	1969
	number		thousands of dollars	
Atlantic Provinces	9,400	11,400	1,393	2,178
Quebec	119,200	133,600	19,450	24,471
Ontario	157,300	193,900	22,637	30,688
Manitoba	5,600	6,900	797	1,221
Saskatchewan	2,600	3,300	293	458
Alberta	13,700	18,400	2,395	3,083
British Columbia ⁴	43,600	60,600	6,488	10,764
Touring ⁵	11,000	35,100	1,854	6,802
Grand totals	362,400	463,200	55,307	79,665

¹ Excludes fares for transoceanic transportation.

² Visitors entering both direct and via the United States.

³ Subject to revision.

⁴ Includes destinations in the Yukon and Northwest Territories.

⁵ Persons stating two or more provinces of destination.

TABLE 62. Visitors¹ from Overseas Countries, classified by Area of Residence and by Province of Destination, 1968 and 1969

Area of residence	Atlantic Provinces	Quebec	Ontario	Manitoba and Saskatchewan	Alberta	British Columbia ²	Touring ³
1968							
United Kingdom	3,600	21,000	64,700	3,500	5,000	12,900	4,500
OECD in Europe, total	3,300	50,000	46,600	2,400	5,600	12,500	2,700
France	400	18,300	3,300	200	400	600	300
Germany	600	7,300	13,200	900	1,800	3,100	700
Netherlands, The	400	2,900	9,600	500	1,700	2,500	600
Scandinavian countries ⁴	800	4,600	3,300	300	1,000	3,200	200
Other OECD countries	1,100	16,900	17,200	500	700	3,100	900
Other sterling areas	800	12,100	20,900	900	1,400	7,900	2,600
All other countries	1,700	36,100	25,100	1,400	1,700	10,300	1,200
Grand totals	9,400	119,200	157,300	8,200	13,700	43,600	11,000
1969							
United Kingdom	4,400	20,600	77,900	4,400	7,000	21,700	7,600
OECD in Europe, total	4,500	62,300	57,000	3,100	7,200	14,800	12,800
France	500	24,300	3,700	300	800	700	2,200
Germany	800	9,200	14,500	1,100	2,000	3,700	4,000
Netherlands, The	600	3,000	12,400	600	1,900	2,900	1,900
Scandinavian countries ⁴	900	4,800	4,500	400	1,300	3,600	1,100
Other OECD countries	1,700	21,000	21,900	700	1,200	3,900	3,600
Other sterling areas	1,200	12,300	26,500	1,200	1,800	9,400	6,600
All other countries	1,300	38,400	32,500	1,500	2,400	14,700	8,100
Grand totals	11,400	133,600	193,900	10,200	18,400	60,600	35,100

¹ Visitors entering both direct and via the United States.

² Includes destinations in the Yukon and Northwest Territories.

³ Persons stating two or more provinces of destination.

⁴ Denmark, Norway and Sweden.

**TABLE 63. Visitors from Overseas Countries Entering Canada¹ at Principal Ports of Entry,
Quarterly, 1968 and 1969**

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
1968					
Selected ports:					
Halifax, N.S. ²	822	635	1,021	658	3,136
Lacolle, Que.	778	3,365	9,637	2,576	16,356
Montreal Airport, Que.	12,611	28,725	44,073	23,779	109,188
Philipsburg, Que.	348	750	2,817	759	4,674
Quebec, Que.	4	3,867	2,999	1,516	8,386
Fort Erie, Ont.	1,030	3,134	6,521	1,819	12,504
Niagara Falls, Ont.	648	4,600	9,414	1,767	16,429
Sarnia, Ont.	237	803	1,211	663	2,914
Toronto Airport, Ont.	7,149	29,709	55,924	16,258	109,040
Windsor, Ont.	648	1,943	4,373	1,289	8,253
Winnipeg Airport, Man.	266	665	1,277	451	2,659
Pacific Highway, B.C.	805	1,880	3,866	1,174	7,725
Vancouver Airport, B.C.	2,938	7,745	9,992	4,780	25,455
Totals	28,284	87,821	153,125	57,489	326,719
All other ports	3,386	9,163	17,653	5,501	35,703
Grand totals	31,670	96,984	170,778	62,990	362,422
1969					
Selected ports:					
Halifax, N.S. ²	718	764	1,457	535	3,474
Lacolle, Que.	1,183	4,127	11,449	3,492	20,251
Montreal Airport, Que.	16,558	37,263	52,508	27,745	134,074
Philipsburg, Que.	456	1,256	3,554	409	5,675
Quebec, Que.	88	3,513	3,725	2,270	9,596
Fort Erie, Ont.	944	4,532	8,752	2,377	16,605
Niagara Falls, Ont.	701	6,204	12,743	1,875	21,523
Sarnia, Ont.	254	1,071	1,398	694	3,417
Toronto Airport, Ont.	10,224	38,880	77,037	23,023	149,164
Windsor, Ont.	905	2,419	4,048	1,223	8,595
Winnipeg Airport, Man.	301	1,075	1,639	634	3,649
Pacific Highway, B.C.	731	2,118	5,626	1,393	9,868
Vancouver Airport, B.C.	3,473	11,464	14,298	6,126	35,361
Totals	36,536	114,686	198,234	71,796	421,252
All other ports	3,128	11,705	21,091	6,007	41,931
Grand totals	39,664	126,391	219,325	77,803	463,183

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

² Includes entries by plane and ship.

TABLES

PROVINCIAL DETAIL

CANADIAN TRAVELLERS OVERSEAS

TABLE 64. Canadians Returning¹ from Overseas Countries, classified by Area of Destination and Province of Residence 1968 and 1969

Area of destination	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia ²	Canada
per cent						
1968						
United Kingdom only	3.3	12.3	63.8	9.4	11.2	100.0
United Kingdom and other OECD in Europe	3.9	15.3	57.6	11.5	11.7	100.0
Other OECD in Europe only	1.8	27.7	48.0	11.2	11.3	100.0
Bermuda and Caribbean	8.3	20.5	63.0	4.1	4.1	100.0
Hawaii	0.4	6.9	24.6	25.3	42.8	100.0
Mexico	0.7	11.6	50.6	22.4	14.7	100.0
All other destinations	5.0	32.0	35.4	11.1	16.5	100.0
Totals	3.9	18.6	54.2	11.1	12.2	100.0
1969						
United Kingdom only	3.5	13.0	65.4	9.1	9.0	100.0
United Kingdom and other OECD in Europe	4.7	17.4	52.0	14.1	11.8	100.0
Other OECD in Europe only	1.9	28.6	46.2	11.2	12.1	100.0
Bermuda and Caribbean	4.0	17.3	70.7	5.4	2.6	100.0
Hawaii	1.0	0.9	21.7	28.1	48.3	100.0
Mexico	1.8	13.7	38.5	25.3	20.7	100.0
All other destinations	2.9	22.7	42.4	14.2	17.8	100.0
Totals	3.2	18.3	54.0	12.1	12.4	100.0

¹ Canadians returning both direct and via the United States.

² Includes destinations in the Yukon and Northwest Territories.

Source: Continuous questionnaire survey.

TABLE 65. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, 1965-69

Port of re-entry	1965	1966	1967	1968	1969
Airports:					
Gander, Nfld.	3,139	4,793	4,903	6,245	7,722
Halifax, N.S.	9,854	10,424	7,113	8,393	9,144
Sydney, N.S.	1,371	1,344	947	1,981	2,151
Montreal, Que.	139,025	162,398	145,371	132,951	213,256
Ottawa, Ont.	3,265	4,292	5,038	7,222	14,033
Toronto, Ont.	115,200	125,895	150,799	251,991	304,031
Trenton, Ont.	27,988	23,957	27,483	26,895	28,308
Winnipeg, Man.	8,044	7,897	7,222	9,027	8,440
Calgary, Alta.	5,142	7,302	4,601	6,889	14,085
Edmonton, Alta.	7,442	3,906	8,789	14,679	39,372
Vancouver, B.C.	33,211	43,631	47,625	50,823	67,078
Totals	353,681	395,839	409,891	517,096	707,620
Seaports:					
Halifax, N.S.	1,768	2,048	1,268	948	837
Quebec, Que. ¹	17,398	12,627	13,639	8,683	7,919
Vancouver, B.C.	2,270	2,334	2,377	1,707	1,691
Totals	21,436	17,009	17,284	11,338	10,447
All other ports	11,233	10,077	9,901	9,747	13,671
Grand totals	386,350	422,925	437,076	538,181	731,738

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

Source: Frontier check by Customs and Immigration officials.

**TABLE 66. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, Quarterly, 1968 and 1969**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
1968					
Airports:					
Gander, Nfld.	792	1,721	2,672	1,060	6,245
Halifax, N.S.	1,735	2,536	2,354	1,768	8,393
Sydney, N.S.	75	115	1,690	101	1,981
Montreal, Que.	27,990	34,043	50,133	20,785	132,951
Ottawa, Ont.	996	2,329	2,160	1,737	7,222
Toronto, Ont.	42,116	49,684	115,587	44,604	251,991
Trenton, Ont.	5,086	5,065	10,928	5,816	26,895
Winnipeg, Man.	696	1,272	5,971	1,088	9,027
Calgary, Alta.	828	1,372	3,493	1,196	6,889
Edmonton, Alta.	1,867	4,169	6,165	2,478	14,679
Vancouver, B.C.	17,130	10,706	16,583	6,404	50,823
Totals	99,311	113,012	217,736	87,037	517,096
Seaports:					
Halifax, N.S.	293	186	208	261	948
Quebec, Que. ¹	4	2,361	4,702	1,616	8,683
Vancouver, B.C.	626	288	546	247	1,707
Totals	923	2,835	5,456	2,124	11,338
All other ports	798	1,557	6,141	1,251	9,747
Grand totals	101,032	117,404	229,333	90,412	538,181
1969					
Airports:					
Gander, Nfld.	799	1,611	3,586	1,726	7,722
Halifax, N.S.	1,949	1,843	3,899	1,453	9,144
Sydney, N.S.	71	230	1,637	213	2,151
Montreal, Que.	34,830	49,844	80,058	48,524	213,256
Ottawa, Ont.	3,429	3,561	4,723	2,320	14,033
Toronto, Ont.	62,215	59,835	131,966	50,015	304,031
Trenton, Ont.	4,227	6,173	11,512	6,396	28,308
Winnipeg, Man.	988	1,870	4,495	1,087	8,440
Calgary, Alta.	2,092	2,920	7,615	1,458	14,085
Edmonton, Alta.	2,279	6,744	22,139	8,210	39,372
Vancouver, B.C.	19,502	13,799	24,242	9,535	67,078
Totals	132,381	148,430	295,872	130,937	707,620
Seaports:					
Halifax, N.S.	176	300	235	126	837
Quebec, Que. ¹	2	1,613	4,434	1,870	7,919
Vancouver, B.C.	637	618	197	239	1,691
Totals	815	2,531	4,866	2,235	10,447
All other ports	2,053	1,841	6,605	3,172	13,671
Grand totals	135,249	152,802	307,343	136,344	731,738

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

Source: Frontier check by Customs and Immigration officials.

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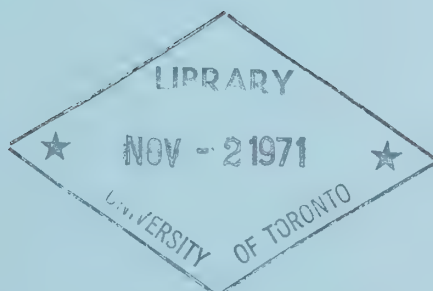
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TRAVEL BETWEEN CANADA
AND
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1970



DOMINION BUREAU OF STATISTICS

DOMINION BUREAU OF STATISTICS
Balance of Payments and Financial Flows Division
International Travel Statistics Section

TRAVEL BETWEEN CANADA
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FOREWORD

This publication is a statistical report on travellers between Canada and other countries. The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

WALTER E. DUFFETT,
Chief Statistician of Canada.

SYMBOLS

The following standard symbols are used in Dominion Bureau of Statistics publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- r revised figures.

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INTRODUCTION

General

International travel between Canada and all other countries continued to grow in 1970. Economic conditions in Canada turned during the year from a period of relatively slow growth to one in which there were clear signs of some acceleration. Although the United States economy was operating well below capacity in 1970, continental Europe and Japan experienced rapid growth rates, though there were indications of some easing in these countries in the latter part of the year. The economic setting was thus one in which international travel was encouraged.

The above conditions were in general accompanied by increased personal disposable income and consumer demand, both of which bear directly on international travel. Rising prices in most tourist centres throughout 1970 and exchange rate changes which occurred in 1969 in the case of France and Germany and 1970 in Canada, would have had some impact on the pattern and level of expenditures for international travel. The appreciation of the Canadian dollar under a floating exchange rate, which existed from June 1970, represented, in effect, a price decline for Canadian travellers abroad. Foreign currency restrictions for foreign travel were eased or removed in a number of countries during 1970.

Events of considerable importance to international travel in 1970 were the holding of the World Exposition in Osaka, Japan and the introduction into service of the jumbo jets on a fairly widespread scale during the year.

Highlights 1970

1. Receipts from foreign travellers to Canada totalled \$1,234 million with \$1,082 million attributable to United States visitors. These dollar amounts represented increases of 14.9 per cent and 12.6 per cent over 1969.
2. Some 37.2 million visits from United States residents were recorded, some 4 per cent higher than the previous year. Just over 60 per cent of these were made by travellers entering and leaving Canada on the same day.
3. Overseas visitors arrived in Canada in greater numbers in 1970. The 536,000 recorded represented a gain of close to 16 per cent over the

previous year, with visitors from the United Kingdom, the Federal Republic of Germany and France heading the list.

4. Payments by Canadians to foreign countries on account of travel amounted to \$1,460 million, of which \$936 million was on travel in the United States. Total payments were 13 per cent higher than in 1969.
5. Canadians returning from United States visits numbered 35.7 million, a less than 1 per cent increase over the previous year. As in the case of United States visitors, a very high proportion represented travellers leaving and returning to Canada on the same day. The rate of growth in 1970 in this category of traveller was lower than recently experienced.
6. The growth in Canadian travel overseas continued the upsurge apparent in recent years. For the first time the numbers recorded exceeded 1 million, a year to year gain of close to 30 per cent.
7. The deficit on Canada's travel account in the balance of payments at \$226 million was little changed from the previous year. A higher surplus of \$146 million with the United States was more than offset by the growing deficit on Canada's overseas account which reached \$372 million.
8. With the floating of the Canadian dollar at the end of May, an appreciation of 6 per cent in the value of the Canadian dollar had occurred by the end of the year. Although the effects of this on international travel are not quantifiable it had the effect of lowering the cost to Canadians of travel abroad.
9. Such major countries as the United Kingdom, France and Japan reduced or eliminated restrictions on the amounts of foreign currency allowable to their residents for foreign travel.

It should be noted that in addition to spending on travel, the expenditures given above for Canadian travel include transportation costs paid to foreign carriers for travel abroad. In the case of foreigners travelling to Canada fares received by Canadian carriers for their transportation to and from Canada are included.

SECTION I

United States Visitors to Canada

Summary

The number of United States visitors to Canada is compiled through a frontier count by border officials of the Department of National Revenue—Customs and Excise Division. In 1970, 37.2 million visitors entered Canada who were United States residents. Because of the numerous large communities, adjoining or close to the Canada-United States border, a large portion of the visitors to Canada remain here for less than one day—being either commuters, shoppers, or visiting friends or relatives, etc. In 1970, 23.5 million of the total visitors were of this type and could be classified as short-term traffic.

The United States accounted for 87.7 per cent of the total travel receipts of Canada in 1970, but United States short-term traffic, which accounted for 62.0 per cent of all visitors to Canada only accounted for 10.5 per cent of total receipts. Thus, United States residents who remain in Canada for one or more nights are the mainstay of our foreign tourist travel receipts, spending \$952.6 million in 1970, an increase of \$112.4 million above 1969.

Expenditures by United States residents in Canada in 1970 on travel account were \$1,082 million, which closely approached the 1967 Centennial Year, when record expenditures equalled \$1,164 million.

Type of Transportation

Automobile—Travellers entering Canada by automobile numbered 32,018,000 or 86.2 per cent of United States visitors in 1970. These travellers spent an estimated \$732.3 million in Canada or 67.7 per cent of the total expenditures on travel by United States residents. Visitors increased in 1970 by 3.9 per cent, while expenditures by these travellers increased by 10.9 per cent. Long-term automobile travellers increased by 9.4 per cent from 1969, while short term automobile traffic (travellers entering and leaving Canada on the same day) increased by only 0.3 per cent.

In 1970, there were 8,504,200 United States automobiles carrying 20,804,000 residents which entered and left Canada on the same day. These visitors represented 56.0 per cent of all United States visitors to Canada, but they spent only 9.7 per cent of United States travel expenditures in Canada. These visitors spent an average of \$5.00 per person, the same amount as in 1969. Same day traffic entering Ontario numbered 12,992,100 visitors and accounted for expenditures of \$73.7 million out of a total of \$104.5 million for this group.

United States automobiles entering Canada for a stay of one or more nights numbered 4,029,400 vehicles, an increase of 8.7 per cent above 1969. A total of 11,214,400 visits were made to Canada in 1970 by United States residents remaining one or more nights here. They spent an estimated \$627.8 million on travel expenditures or 58.0 per cent of the

total travel expenditures by United States residents in Canada. Visitors and expenditures both increased in 1970, up 9.4 per cent and 11.8 per cent respectively. The average expenditure per visit for long-term automobile traffic in 1970 was \$56.00, an increase of \$1.00 from the average expenditure in 1969.

Plane—United States travellers arriving by plane in 1970 increased by 153,000 visitors to a total of 1,286,000.¹ The majority of these travellers (1,166,000) remained in Canada for one or more nights, and they spent \$181.2 million, an increase of 13.7 per cent from last year. Plane traffic accounted for only 25 per cent of total non-automobile travellers, but 53 per cent of total expenditures on travel by this group in 1970. The average expenditure per plane traveller in 1970 remained the same as in 1969 at \$144.

A total of 37,900 private planes entered Canada in 1970. Of these, 20,100 remained in Canada for one or more nights, while 17,800 entered and left Canada on the same day. The total persons in these private craft amounted to 130,000 and they spent a total of 302,900 nights in Canada. These persons in private craft spent an estimated \$7.1 million here in 1970 or an average of \$55 per person. Most of the long-term private plane traffic gave Ontario as their main province of destination (8,200 planes), followed by British Columbia with 4,900 planes. The same pattern held true with same day private plane traffic, as 11,900 planes went to Ontario, and 2,300 went to British Columbia.

Bus—In 1970 bus travellers from the United States increased to 1,065,000, up 198,000 visitors from 1969, a gain of 22.8 per cent. Total expenditures by this group amounted to \$107.7 million, an increase of \$27.6 million from last year. Expenditures are included for local bus traffic. The average outlay per bus traveller increased to \$101 from \$92 last year.

Rail—The number of travellers to Canada by rail during 1970 decreased again this year over last year, down 58,000 visitors to 140,000. Most rail travellers remained in Canada for one or more nights (90 per cent). Estimated expenditures by rail travellers in 1970 was only \$22.5 million, down from \$29.7 million a year earlier. Average expenditures by this group in 1970 was \$160 per person, up 6.7 per cent above 1969. Part of the decrease in passengers may be attributable to the ceasing of operations of the Penn-Central Railway to destinations in Canada as of October, 1970.

Boat—A total of 598,000 United States residents made a visit to Canada by boat in 1970, of which 412,000 of these people remained for one or

¹ Excludes in transit traffic.

more nights in Canada. Total expenditures by boat travellers in 1970 were \$16.5 million, an increase of \$4 million over 1969.

A total of 67,968 pleasure craft (boats) entered Canada in 1970 on cruising permits, an increase of 1,273 boats from the previous year. This total comprises 34,899 boats entering and leaving Canada on the same day and 33,069 boats remaining in Canada for one or more nights. Most of these pleasure craft entered Canada in the third quarter—a total of 48,343 boats. The majority of these American craft enter Canada through ports in Ontario—53,604 boats or 78.9 per cent of the total, followed by British Columbia and Quebec with 8,941 and 5,256 boats respectively. British Columbia was the only province to record more boat traffic remaining one or more nights, rather than same day traffic.

Tabulations of questionnaires received from United States residents entering Canada by pleasure craft in 1970 shows that pleasure craft entering and leaving Canada on the same day carried an average of 4 persons per boat, an increase of one person per boat over last year. The average expenditure by these persons while in Canada was only \$2.78 per person. Those boats remaining in Canada for one or more nights carried an average of 3 persons per boat and these people remained in Canada for an average of 7 days per visit, an increase of 2 days per visit over last year. Expenditures per person in 1970 for this group of travellers were arrived at by new recording methods; thus average expenditure per person in 1970 of \$20.80 and \$2.90 per person day is not comparable to previous years.

Region of Origin

An analysis of United States visitors entering Canada indicates that 93.0 per cent of these visitors originate in regions of the United States that border on Canada. For example, in 1970 visitors from the East North Central States numbered 3,694,000 or 26.2 per cent of visitors other than motorist same day and "other travellers"; the Middle Atlantic States had 3,462,000 persons enter Canada (24.5 per cent), New England States recorded 2,273,000 visitors entering Canada (16.1 per cent), West North Central region 1,189,000 persons (8.4 per cent), Mountain region 372,000 visitors (2.6 per cent), and the Pacific region 2,146,000 persons (15.2 per cent).

Automobiles remaining in Canada for one or more nights totalled 4,029,400 in 1970 and again most originate from regions in the United States that border Canada. For example, in 1970 automobiles from the East North Central region numbered 1,150,400, from the Middle Atlantic region 1,073,000, from the New England region 663,100, from the Pacific region 523,500 (see Map 1 for percentages by region of origin of long-term automobile traffic).

Province of Destination

Information regarding the main province of destination of United States travellers in Canada is achieved from the responses of the voluntary

questionnaire survey. These responses are inflated to total count data as supplied by the Department of National Revenue—Customs & Excise Branch. Information obtained does not include data on same day automobile traffic, in transit or "other travellers".

Atlantic Provinces—A total of 814,000 United States residents stated this region as their main destination in Canada. Automobile data show that an estimated 251,000 United States automobiles and 714,300 motorists travelled to destinations in this region of Canada. Most automobiles originated from the New England area of the United States (147,200 or 58.6 per cent), followed by the Middle Atlantic area (62,900 or 25.0 per cent). Automobile visitors decided to come here mainly for recreation purposes (including holidays and vacations) and visiting friends and relatives. Most motorists who came to the Atlantic Provinces chose to stay in a resort, hotel or motel (267,700), or at the home of a friend or relative (194,200), followed by camping or using a house trailer. In 1970, the number of United States motorists staying at hotels or motels increased by 45.0 per cent above 1969, to record the largest increase for accommodation facilities.

Quebec—Some 3,431,000 United States residents recorded this province as their main destination. This province, as in 1969, ranked second in a listing of the main province of destination of United States automobiles entering Canada with 877,000 vehicles, an increase of 24,400 above 1969. Most of these automobiles originated from the northeastern region of the United States; the New England region accounted for 45.3 per cent of the total, and the Middle Atlantic region 37.4 per cent. A total of 2,653,900 United States residents were in these automobiles, an increase of 116,600 persons above 1969. Most of these United States motorists gave recreation as their main reason for visiting Quebec (1,787,200 persons)—67.3 per cent, an increase of 3.3 per cent over last year. Of these 2,653,900 motorists who visited Quebec, 1,708,200 or 64.0 per cent used resorts, hotels or motels, while 20.0 per cent remained at the homes of friends or relatives (537,500 persons).

Ontario—A total of 6,219,000 United States residents visited Ontario in 1970 accounting for 44.0 per cent of United States visitors to Canada (excluding same day automobile traffic, in transit and "other travellers"). This province was the main destination for 2,004,500 automobiles from the United States and 5,356,100 motorists. These statistics reflect increases over 1969 of 8.9 per cent and 10.0 per cent respectively. The East North Central area of the United States accounted for 984,600 automobiles—49.1 per cent of the total, followed by the Middle Atlantic area with 649,300 vehicles or 32.4 per cent of the total. The province of Ontario has normally been the main destination of most United States automobile travellers, except in 1967 when the province of Quebec hosted the World Exposition in Montreal. This year, for example, Ontario was the main destination for 49 per cent of all United States motorists travelling to

Canada for one or more nights — unchanged from 1969. The main reason given for choosing Ontario as their main destination was recreation, followed by visiting friends and relatives. In 1970 most motorists indicated that resorts, hotels or motels was their principal type of lodging (2,486,500 — up 165,600 persons over 1969), followed by staying at the home of friends or relatives (931,400 — up 208,400 persons over 1969) and camping or using a house trailer (913,200 — up 124,500 persons over 1969).

Prairie Provinces — In 1970, 1,370,000 United States residents travelled to destinations in this area. Of these, 838,100 persons arrived by automobile and stayed one or more nights; the remainder by plane, bus, or rail. Alberta was recorded as the main destination by the majority of automobiles arriving from the United States (131,800) with 382,100 persons, followed by Manitoba with 109,500 vehicles and 347,800 persons. Saskatchewan recorded only 34,500 automobiles from the United States with 108,200 persons. The West North Central area of the United States accounted for 42.9 per cent of the total automobiles, followed by the Pacific area with 21.2 per cent. The main purpose of trip of these United States motorists destined for the Prairies was recreation (483,600 persons), followed by visiting friends and relatives (164,000 persons). Most travellers used resorts, hotels or motels as their main type of lodging — accounting for 47.5 per cent — followed by camping or using a house trailer — 27.8 per cent, and staying at the home of friends or relatives ranked third, accounting for 17.4 per cent of motorists.

British Columbia, The Yukon and Northwest Territories — An estimated 1,791,000 United States residents entering Canada gave this area as their main destination. A total of 480,200 automobiles carried 1,287,200 persons. Approximately 400,000 of these automobiles originated in the Pacific area of the United States, with 33,600 arriving from the Mountain area. Recreation was the main reason given by these motorists for visiting this region of Canada (57.0 per cent), followed by visiting friends or relatives (18.2 per cent). Resort, hotel or motel was the main type of lodging used by 51.4 per cent of all persons, followed by camping or using a house trailer in 26.7 per cent of all cases.

Purpose of Trip

An analysis of the purpose of trip reported for persons entering by automobile and remaining one or more nights in Canada shows that most American residents come here for recreation purposes — 7,522,300 persons or 67.1 per cent — this category includes holidays, hunting and fishing, or taking up a summer residence in Canada. Visiting friends or relatives accounted for 2,434,000 visitors or 21.7 per cent of all long-term automobile visitors. Business reasons accounted for only 2.6 per cent of the persons who entered Canada by automobile.

A review of all United States non-automobile traffic which includes plane, bus, rail and boat reveals that 1,554,800 persons came to Canada in 1970 for recreational purposes, whereas only 783,300

persons came here on business reasons. A small portion of these people were travelling in transit through Canada (15,200), while the remainder came to Canada for various reasons (62,800 persons).

A look at persons who visited Canada in private pleasure craft show different purposes of trip depending upon the length of stay and the type of transportation used. Persons who entered by boat and left the same day gave cruising and sightseeing as their main reason for visiting Canada (71.0 per cent of all same day boat traffic), while persons entering by plane and leaving the same day gave business as their primary reason for visiting. Persons entering by private plane and remaining here for more than one night gave hunting and fishing as their main reason for coming to Canada, whereas long-term boat traffic mainly came here for sightseeing purposes.

Type of Lodging

The principal types of lodging used by United States motorists staying in Canada for one or more nights were resorts, hotels or motels, accounting for 50.9 per cent of these travellers. Other types of accommodation included staying at the home of friends or relatives — 18.5 per cent, camping or using a house trailer — 17.3 per cent, staying at a rented or owned cottage — 8.6 per cent, other types of lodging — 2.6 per cent, and using two or more types of lodging — 2.1 per cent.

Average stay per car for those using a resort, hotel or motel was 3 nights, while those staying at a friend or relative's home was 4 nights. Average stay for those who were camping or using a house trailer was 6.5 nights. Those persons who owned or rented a cottage remained in Canada the longest, for an average of 11.7 nights. Average expenditures per person per night for those visitors staying at resorts, hotels or motels was \$20. Average expenditures per person per night for those visitors staying at the home of friends was \$6, a similar average expenditure as that recorded for those who used camping facilities or a house trailer. Those who rented or owned a cottage spent an average of \$7 per person per night. Average expenditures include the cost of accommodation as well as all other types of spending within Canada, e.g., food, entertainment, gifts, merchandise, etc.

Length of Stay

The length of stay of United States residents is accumulated for all types of transportation (i.e. automobiles, planes, buses, rail, and boats). Approximately 13.6 million United States travellers remained 66.2 million nights in Canada in 1970 an advance of 11.1 per cent from the previous year. The average nights stay by all travellers was 4.8 nights, down slightly from 1969. Automobile and boat travellers remained longer in Canada this year, 4.8 and 4.2 nights respectively, up from 3.9 and 4.1 nights from last year. All other forms of traffic remained less time in Canada. Plane, bus and rail traffic remained 5.0, 5.9 and 6.1 nights respectively down by 0.3, 0.8 and 2.1 nights in all cases.

SECTION II

Overseas Visitors to Canada

Summary

Overseas visitors to Canada entering both direct and via the United States numbered 535,500 in 1970 and spent an estimated \$152 million; included in this sum is close to \$50 million paid to Canadian carriers for international transportation fares. In 1970 the number of overseas visitors to Canada increased by 15.6 per cent, whereas expenditures on travel to Canada by these people showed a significant increase of 34.5 per cent above 1969 statistics. Expenditures paid to Canadian transportation carriers by overseas residents increased in 1970 by \$16 million. The numbers and expenditures of overseas visitors to Canada in 1970 nearly reached the record levels of 1967 when 590,300 visitors spent \$154 million in Canada.

Overseas visitors to Canada accounted for only 1.4 per cent of all travellers who entered the country, whereas the United States accounted for 98.6 per cent. A large portion of these United States visitors enter and leave Canada on the same day, and make only limited expenditures in Canada. Overseas visitors stayed an average of 19.7 nights in Canada, and spent an average of \$192 per visit, thus accounting for 12.3 per cent of total receipts from residents of other countries travelling in Canada.

Port and Province of Entry

The majority of overseas residents entered Canada at Toronto International Airport (183,700), followed by Montreal International Airport (146,300) and Vancouver International Airport (47,900); the port of Lacolle, Quebec (24,000) and Niagara Falls, Ontario (22,900). Most ports indicated increases in the numbers of overseas visitors from 1969 entering the country either direct or via the United States. The largest relative increases occurred at the following ports: Winnipeg Airport (36.7 per cent), Vancouver Airport (35.6 per cent), Edmonton Airport (34.7 per cent), Gander Airport (30.1 per cent), and the port of Fort Erie, Ontario (26.8 per cent). These percentage increases are based on relatively small absolute numbers.

Most overseas residents entered Canada through ports in the province of Ontario (245,600 or 45.9 per cent), followed by Quebec (188,400 or 35.2 per cent), British Columbia (67,100 or 12.5 per cent), Alberta (16,900 or 3.1 per cent), the Atlantic Provinces (11,200 or 2.1 per cent) and Manitoba and Saskatchewan (6,300 or 1.2 per cent). Most visitors from the continents of Europe, Africa, Asia and North and South America entered Canada through ports in the provinces of Ontario and Quebec. The majority of visitors from Oceania entered Canada through ports in British Columbia.

Country of Residence

Data on the country of residence is based on the permanent residence of the visitor and does not necessarily imply the country of birth, nationality, or citizenship. As a result of the collection of the above statistics, data on overseas visitors is also accumulated by continents.

In 1970 European residents visiting Canada totalled 368,200 or 68.8 per cent of all overseas visitors to this country, while residents of North and South America numbered 73,700 or 13.8 per cent; Asian residents accounted for 59,000 visits or 11.0 per cent, with Oceania making up 24,300 visits (4.5 per cent) and the remainder arriving from Africa — 10,300 (1.9 per cent).

In 1970, United Kingdom residents made 157,700 visits to Canada, an increase of 14,200 visits over 1969. United Kingdom residents spent an estimated \$44.1 million in Canada in 1970 including \$14.1 million on transportation fares paid to Canadian carriers. This represents an increase in spending of \$15.1 million or 52.1 per cent over 1969. Part of the increase may be attributable to the increase in the United Kingdom travel allowance from £50 to £300 which came into effect January 1, 1970. Visitors representing the OECD member countries in Continental Europe² numbered 192,600 and spent an estimated \$53.2 million in Canada, including an estimated \$14.9 million on transportation fares paid to Canadian carriers. Visitors and expenditures from the OECD member countries in Europe increased by 19.3 and 34.3 per cent respectively in 1970 over last year.

The Federal Republic of Germany and France accounted for 40.6 per cent of the total visitors from OECD member countries in Europe and 36.0 per cent of the total expenditures (excluding international transportation fares paid to Canadian carriers).

The ten leading countries in terms of the number of overseas visitors to Canada in 1970 were the United Kingdom (157,700), the Federal Republic of Germany (41,300), France (36,900), the Netherlands (28,000), Japan (22,000), Italy (18,600), Australia (17,000), Jamaica (11,400), Mexico (10,700) and India (9,400). The rank order shifted only slightly in 1970 with Jamaica moving from 9th position to 8th position and Mexico declining from 8th to 9th position. India moved from 12th to 10th ranking country, while all other countries remained unchanged.

² OECD member countries in Continental Europe include Austria, Belgium, Denmark, Finland, France, the Federal Republic of Germany, Greece, Iceland, Ireland (Eire), Italy, Luxembourg, the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and Turkey.

Immigration Categories

Overseas visitors entering Canada by immigration category shows that the largest group of travellers are in "the tourists and visitors" category (429,900 persons). This category includes all persons entering Canada for the purposes of recreation (45.4 per cent of the above total) and to visit friends and relatives (54.6 per cent of the above total). In addition temporary and seasonal workers accounted for 66,300 persons, with the "in transit" category amounting to 22,400 persons, and "others" totalling 16,900 persons.

In 1970 the category "tourists and visitors" increased by 59,600 persons or 16.1 per cent above 1969. The category "temporary and seasonal workers" increased by 8,400 persons or 14.7 per cent above 1969. The "in transit" category increased by 2,600 persons over 1969.

Province of Destination

Information on the province of destination is obtained from a questionnaire survey distributed to overseas visitors as they enter Canada. Questionnaires from respondents reporting more than two or more provinces as destinations are shown under the heading "touring".

Most overseas residents visiting Canada in 1970 gave Ontario as their main province of destination (228,000 persons), an increase of 17.6 per cent from 1969. Ontario also recorded the largest increase in the percentage share of total overseas visitors, up 0.7 percentage points over last year to account for 42.6 per cent of the total. Consequently, it is estimated that Ontario received the largest amount of money spent in Canada by this group of travellers—\$42.4 million, while the province of Quebec received \$29.1 million. All provinces recorded increases in the numbers of overseas visitors coming to their province, with more money being spent this year in all provinces.

The percentage distribution by province of destination of overseas residents travelling in Canada differed widely depending on the country or area of residence. Of the visitors from the United Kingdom 52.9 per cent stated that Ontario was their main province of destination, while only 16.5 per cent gave Quebec as their main province of destination. Residents of France mainly visited the province of Quebec, as 74.8 per cent of them stated this province as their main destination.

Residents of West Germany mainly chose the province of Ontario, followed by the province of Quebec, as their main destinations—40.7 and 25.2 per cent respectively.

Length of Stay

The length of stay for overseas visitors in Canada is estimated on the basis of a voluntary questionnaire survey. The visitor is asked how many nights he spent in Canada for this trip. From this information, which is tabulated by the Dominion Bureau of Statistics, the data are weighted to known traffic densities by country of residence.

The average nights spent in Canada by overseas visitors in 1970 was 19.7 nights, an increase of 0.3 nights over 1969. The total nights spent in Canada by overseas visitors in 1970 were estimated at 10.6 million, an increase of 1.6 million over the same period last year. In 1969 the estimated total nights spent in Canada increased by 1.8 million from 1968. The average nights stay per visit varied depending upon the country of residence. Residents of Greece recorded the longest time spent in Canada per visit in 1970 at 36 nights. Residents of Belgium ranked second, with an average stay per visit of 35 nights. Visitors of the United Kingdom averaged 25 nights per visit, an increase of 2 nights from 1969.

SECTION III

Canadian Travel to the United States

Summary

Canadian residents made 35.7 million visits to the United States in 1970 and spent an estimated \$888.5 million. The increase in visits of 0.6 per cent was mainly accounted for by long-term automobile traffic which increased by 6.2 per cent above 1969. Total traffic that entered and left the United States on the same day decreased by 0.7 per cent. Estimated expenditures increased by \$36.9 million in 1970. Long-term automobile traffic expenditures increased by \$63.1 million in 1970 but this increase was offset by less spending by the following long-term travellers: plane (down \$17.2 million), rail (down \$4.9 million), and boat (down \$2.8 million).

In 1970, the average length of stay per Canadian traveller in the United States was 2.9 days bringing the total days spent to 104.5 million, up 4.2 million over 1969. The average expenditures per trip to the United States increased by close to \$1 and stood at \$24.90, while the average expenditure per day remained unchanged at \$8.50.

Type of Transportation

Automobile—Canadians made a total of 30,695,100 visits to the United States by automobile in 1970, accounting for 86.1 per cent of all visits to the United States. The number of Canadian automobiles returning to Canada from the United States reported by the Department of National Revenue—Customs and Excise Division at all border points was 11,875,800 in 1970, an increase of 100,600 automobiles from 1969. The average number of persons carried per vehicle in 1970 was 2.6.

These motorists spent an estimated \$558.9 million in the United States, 12.7 per cent more than in 1969. The average expenditure per person travelling by automobile in 1970 was \$18.20, up \$1.80 per person from 1969. Average expenditure per person per day was \$6.80, slightly higher than the average of \$6.40 per day in 1969.

Automobile registrations in Canada were estimated at 6,988,000 at December 31, 1970 an increase of 8.6 per cent above 1969. There was therefore approximately one car for every 3.1 residents in Canada in 1970 compared to one car for every 3.3 residents in 1969. The number of Canadian automobiles returning to Canada from the United States represents approximately 1.7 visits for each automobile registered in Canada during 1970, down from 1.8 visits last year.

Plane—The number of Canadian residents returning from visits by plane decreased in 1970 to 1,195,000, down 0.5 per cent from 1969. Average expenditure per visit also dropped by 6.3 per cent in 1970, totalling \$203.90. Total spending including fares paid to United States carriers was \$243.7

million in 1970, a decrease of \$17.4 million from last year. Total expenditures decreased as the average outlay per person day declines from \$20.90 to \$20.00. Persons returning by plane from trips to the United States accounted for 27.4 per cent of total expenditures on travel by Canadians in that country.

Bus—The number of Canadians returning by bus transportation in 1970 from the United States totalled 677,600 persons, a decrease of 12,200 persons from 1969. Expenditures by this group totalled \$66.2 million, approximately the same as in 1969 when they spent \$66.1 million. The average expenditure per person per trip totalled \$97.60 in 1970, up from \$95.80 in 1969. The average length of stay of bus travellers in the United States increased to 8.6 days in 1970 from 7.3 days last year, resulting in a lower average expenditure per person day at \$11.30 from \$13.10 in 1969.

Rail—Canadian residents re-entering Canada by rail numbered only 86,000 in 1970, a decrease of 25.2 per cent from 1969. All provinces recorded less persons re-entering Canada by rail in 1970 with Manitoba recording the largest percentage decline, off 35.4 per cent from 1969. Total spending by Canadians travelling in the United States by rail totalled \$11.2 million, a decrease of \$4.9 million from last year. The average expenditure per visit in 1970 decreased by \$8.90, and amounted to \$131.00.

Other travellers—This group, which consists of persons in commercial trucks, local buses, persons on bicycles and motorcycles and pedestrians numbered 2,877,000, a decline of 144,000 persons from 1969. Spending by this category in the United States was \$6.5 million, a decline of \$1.1 million from 1969. The average expenditure per person held fairly constant with 1969 at \$2.30.

Province of Residence

Estimates of the numbers and expenditures of Canadian travellers in the United States by province of residence excludes Canadian motorists leaving and returning on the same day and "other travellers (pedestrians, bicyclists and motorcyclists)". Information on same day automobile traffic is only available by province of re-entry.

An estimated 582,000 residents of the Atlantic Provinces travelled in the United States in 1970 and spent an estimated \$40.0 million. They accounted for 5.3 per cent of all Canadian visitors to the United States, but only 4.8 per cent of all the money spent there. The number of visitors from the Atlantic region increased by 17.6 per cent in 1970 while their expenditures in the United States increased by \$4.7 million. Visitors from the Atlantic region spent an estimated average of \$68.70 per trip, 3.6 per cent less than 1969.

An estimated 3,463,000 Quebec residents visited the United States in 1970, and spent an estimated \$237.0 million, an increase of 117,000 persons over 1969, and an increase in expenditures of \$11.8 million above 1969. The total number of visits represents approximately 57.5 per cent of the Quebec population. Residents of Quebec make more trips per capita to the United States than any other region in Canada. The average expenditure per visit in 1970 was \$68 compared to \$67 in 1969.

Ontario accounted for more visitors to the United States than any other province—numbering 3,490,000, a slight decrease from last year. They accounted for 35.3 per cent of all visits and 43.7 per cent of all expenditures (\$365.9 million in 1970) in the United States. An estimated 45 per cent of the Ontario population made trips to the United States—2 percentage points less than last year. The average spending per trip was \$104.80 in 1970, an increase of 2.3 per cent over 1969.

Visits by residents of the Prairie Provinces numbered 1,142,000, up from 1,138,000 visits last year. In 1970 most returning residents were from Manitoba (503,000), whereas in 1969 the majority resided in the province of Alberta (500,000). Expenditures by residents of the Prairie Provinces in the United States totalled only \$104.7 million, down \$0.7 million from 1969 as expenditures by residents of Alberta decreased by \$3.6 million in 1970 to account for \$48.4 million. Residents of Manitoba spent \$38.8 million in the United States in 1970, while residents of Saskatchewan spent \$17.5 million.

Residents of British Columbia, the Yukon, and North West Territories made 1,211,000 visits to the United States for one or more nights and spent \$89.1 million, increases of 20.5 per cent and 20.4 per cent respectively. Average spending for each traveller from British Columbia and the Yukon was \$74, the same as in 1969.

Region of Destination

The analysis includes all Canadian travellers, except persons leaving and returning to Canada by automobile on the same day, and persons returning to Canada by local bus, taxi, motorcycle and commercial truck.

A total of 5,124,800 persons, or just over half the number of visitors, returned from trips to either the New England or Middle Atlantic regions of the United States. The remainder—4,763,300 persons returned from trips to the other eight regions of the United States. New England attracted 26.2 per cent of all Canadian visitors, followed by the Middle Atlantic region—25.6, the Pacific region—13.9, the South Atlantic region—10.6, the East North

Central region—10.4, the West North Central region—6.3, the Mountain region—4.7, the West South Central region—0.7, and the East South Central region—0.6, and other remaining states including the "touring" classification—1.0.

Purpose of Trip

Information on the purpose of trip is gathered from the questionnaire survey which lists seven purposes, namely; business, convention, conference or seminar, holiday, shopping, travelling through the United States to or from other parts of Canada, visiting friends or relatives, and other reasons. Questionnaires indicating more than one main purpose of trip were weighted and combined in the appropriate category.

Holiday, which includes vacations and other recreational purposes, was the main reason given for travel to the United States in 1970, accounting for 55.9 per cent of the total. Visiting friends or relatives ranked second with 26.9 per cent of the total Canadian residents. Those travellers who used automobile transportation followed a similar pattern to the aggregate. The pattern this year remains the same as last year with "holiday and visiting friends or relatives" ranking first and second. Non-automobile traffic gave holiday as their main purpose of trip (41.3 per cent), followed by business (27.0 per cent) and visiting friends or relatives (26.3 per cent), a similar pattern to that in 1969.

Type of Lodging

The number of Canadian travellers returning from the United States by province of residence, and type of lodging has been incorporated for the first time in 1970 in the questionnaire survey. Most Canadians who travelled in the United States for one or more nights in 1970 stayed in resorts, hotels or motels (5,314,000), followed by staying in the home of a friend or relative (3,174,400), with camping, tenting or lodging in a house trailer (910,000) ranking third. Other categories included renting an apartment, other accommodation, and no accommodation, but these categories only accounted for 4.9 per cent of all Canadian travellers.

Length of Stay

All forms of traffic are included in this survey including automobile, plane, bus, rail, and boat traffic excluding other travellers. Persons staying one or more nights in the United States in 1970 numbered 9,735,500, an increase of 409,000 from 1969. These persons remained in the United States a total of 68,848,000 nights in 1970 for an average of 7 nights per visit. Travellers by automobile remained in the United States an average of 6.6 nights, travellers by plane 9.6 nights, by bus 8.6 nights, rail 9.4 nights, and boat 6.8 nights.

SECTION IV

Canadian Travel to Overseas Areas

Summary

In 1970, 1,099,400 Canadians visited overseas countries, an increase of 29.0 per cent from 1969. Estimated expenditures by these travellers totalled \$524 million, including \$137 million in international transportation fares paid to foreign carriers in 1970. This represented a substantial increase over the \$399 million spent in the previous year. The numbers of Canadian residents travelling abroad has increased by 110.5 per cent since 1967. Expenditures in this same time period have risen from \$268 million in 1967 to \$524 million in 1970. Expenditures increased by 33.9 per cent in 1969 above 1968, and increased again in 1970 by 31.3 per cent above 1969.

An estimated 957,400 persons returned to Canada direct from overseas countries, as 949,700 persons re-entered Canada at airports across Canada—the remainder re-entered Canada through seaports. This represents an increase of 225,700 persons above 1969, or an increase of 30.8 per cent from last year. An estimated 142,000 Canadians returned from overseas countries via the United States.

Port of Re-entry

The numbers of Canadians returning direct from overseas countries are obtained and tabulated from reports submitted by Customs and Immigration officials. Residents are counted at the point of re-entry to Canada, and a record of the type of port is used to distinguish air from sea travellers.

The proportion of Canadians returning direct from overseas accounted for 87.1 per cent of all re-entries. Of these 97.2 per cent re-entered Canada through major air terminals (930,700 persons). Montreal International Airport recorded the largest increase in numbers of returning Canadians (up 119,000 persons over 1969 or 55.8 per cent). The number of Canadians returning through seaports in Canada again decreased in 1970 to total only 7,800 persons, down from 10,400 last year.

Province of Residence

Questionnaires are distributed to a sample of Canadians returning from overseas countries both direct and via the United States. Data on the province of residence is obtained from the question "place of residence in Canada". Most Canadians who travelled overseas in 1970 resided in Ontario (52.9 per cent of all returning residents), followed by Quebec (21.4 per cent), the Prairie Provinces (12.6 per cent), British Columbia, the Yukon and Northwest Territories (10.2 per cent), and the

Atlantic Provinces (2.9 per cent). The province of Quebec obtained the largest increase in residents returning from overseas journeys—up 3.1 per cent from 1969.

Area and Country Visited

In 1970, statistics were tabulated from the questionnaire survey on the country as well as the area of destination of returning residents. Each person can visit several countries during one trip, therefore, results by country of destination are shown in **visits** in the tables.

Most Canadians gave the "United Kingdom only" as their main destination in 1970 (22.5 per cent). This was a decrease of 2.2 percentage points from 1969. Canadians returning from combined trips to both the United Kingdom and other OECD countries in Europe accounted for 12.2 per cent of all travellers who went overseas, down from 15.9 per cent last year. Canadian residents returning from trips to "other OECD countries in Europe only" comprised 20.9 per cent of the total. Canadians visiting Bermuda and the Caribbean area, and Hawaii accounted for 14.6 and 3.2 per cent of all visits, down 1.8 and 0.3 percentage points respectively from last year. The numbers of Canadians returning from Mexico in 1970 accounted for 7.6 per cent of all overseas visits. Canadian travellers who visited more than one area of destination are included in the figures for "all other destinations". This category has increased from 14.6 per cent in 1969 to 19.0 per cent in 1970.

Canadian residents returning from overseas visited 2 countries on an average. Therefore, 1.1 million residents made 2.4 million visits in 1970 compared with 850,000 persons and 1.9 million visits in 1969. Visits by Canadians to the United States, including Hawaii, while en route to and from overseas numbered about 160,000 in 1970 against 125,000 in 1969. Residents directly in transit through the United States without making a stop of one day or more are not included in the figure on visits. In 1970, residents made 408,000 visits to the United Kingdom of which 406,000 lasted one or more nights. Visits to France numbered 183,000, Germany 163,000 and Switzerland 134,000.

Purpose of Trip

Canadian residents returning from overseas countries stated in 57.4 per cent of all cases that they took a trip overseas mainly for holiday or recreation purposes. Visiting friends or relatives accounted for 29.7 per cent of all trips overseas, while business accounted for 11.4 per cent, and other reasons only accounted for 1.6 per cent.

In some areas of the world the "holiday and recreation" category was the main reason given by all Canadian residents for visiting this area—e.g. Hawaii—94.1 per cent, Bermuda and the Caribbean 81.0 per cent, Mexico 80.9 per cent.

Length of Stay

In 1970 the average nights stay for Canadians visiting the United Kingdom was estimated at 26 nights, while combined visitors to the United Kingdom and other OECD countries in Europe was 33 nights. Canadians visiting other OECD countries in Europe averaged 29 nights, unchanged from the

1969 average. The average time spent in Bermuda and the Caribbean was 12 nights, the same amount of time as last year. Time spent in Hawaii and Mexico averaged 16 and 18 nights respectively in 1970.

The total number of nights spent overseas increased substantially in 1970 to 29,200,700—an increase of 7,386,700 nights from 1969; mainly attributable to the increase in the numbers of travellers (247,700 persons) and an increase of one night in the average stay. Totally Canadians spent an average of 26.6 nights overseas in 1970, while in 1969 they spent only 25.6 nights overseas.

CHART—I

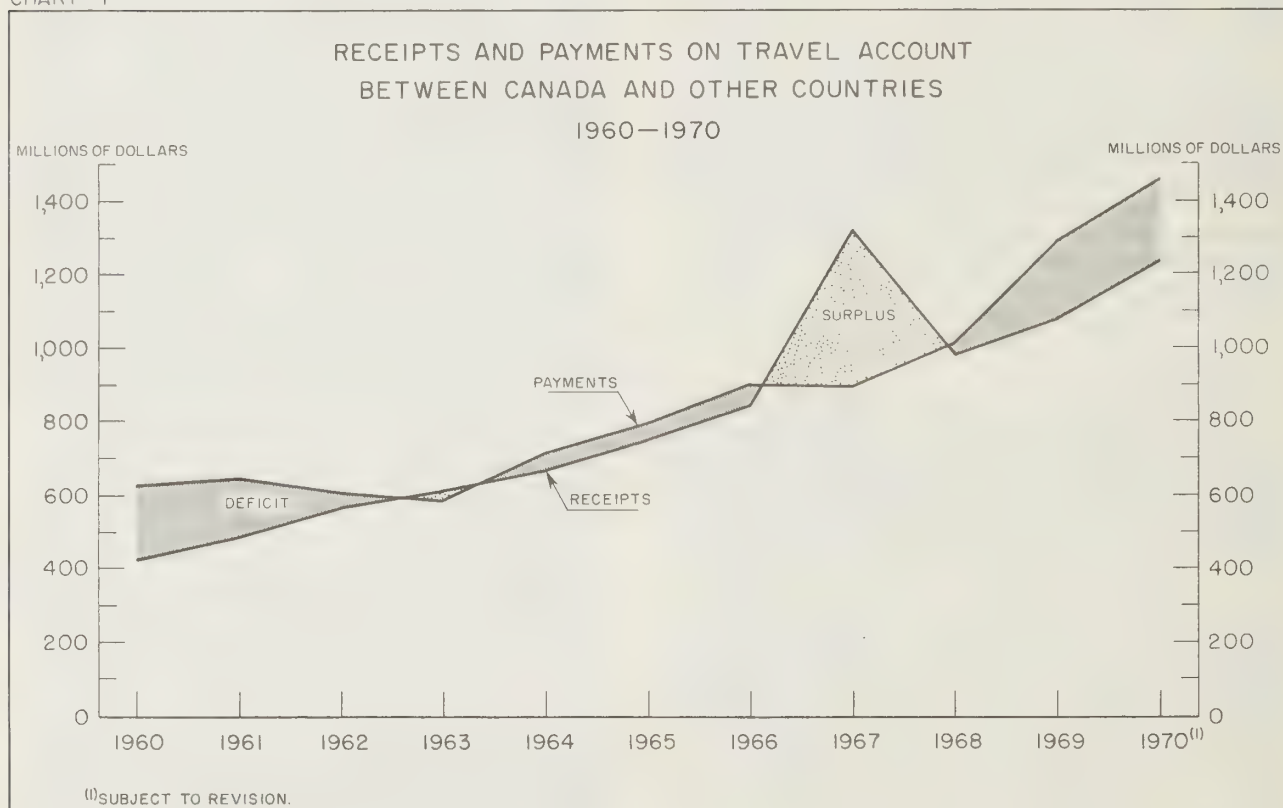


CHART-2

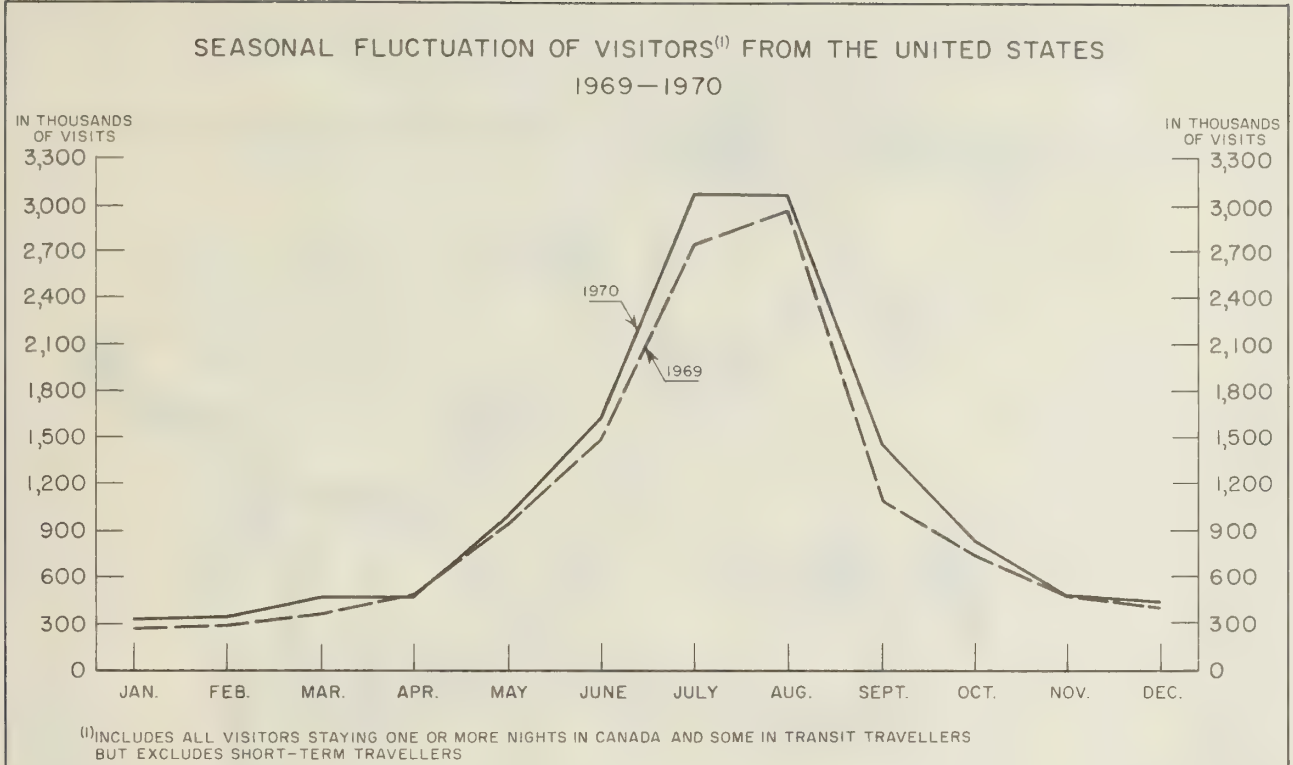
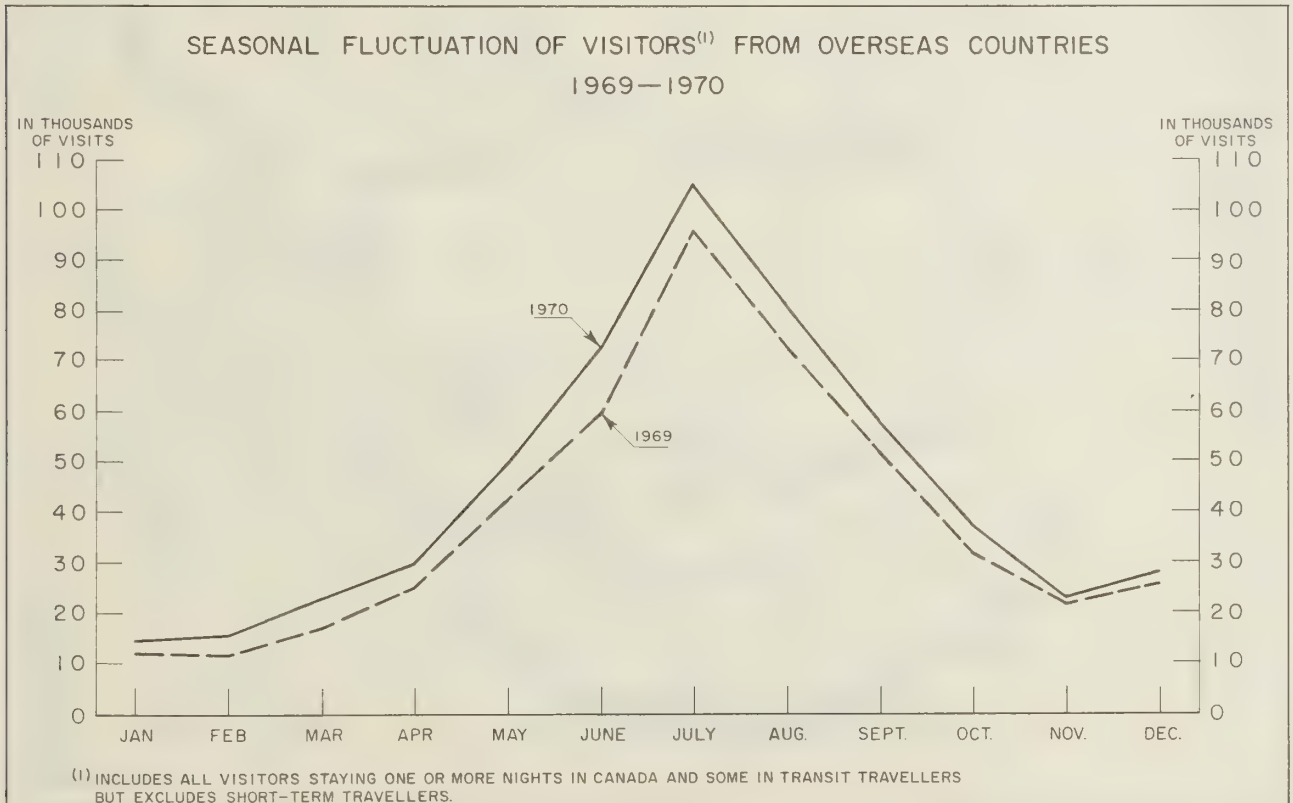
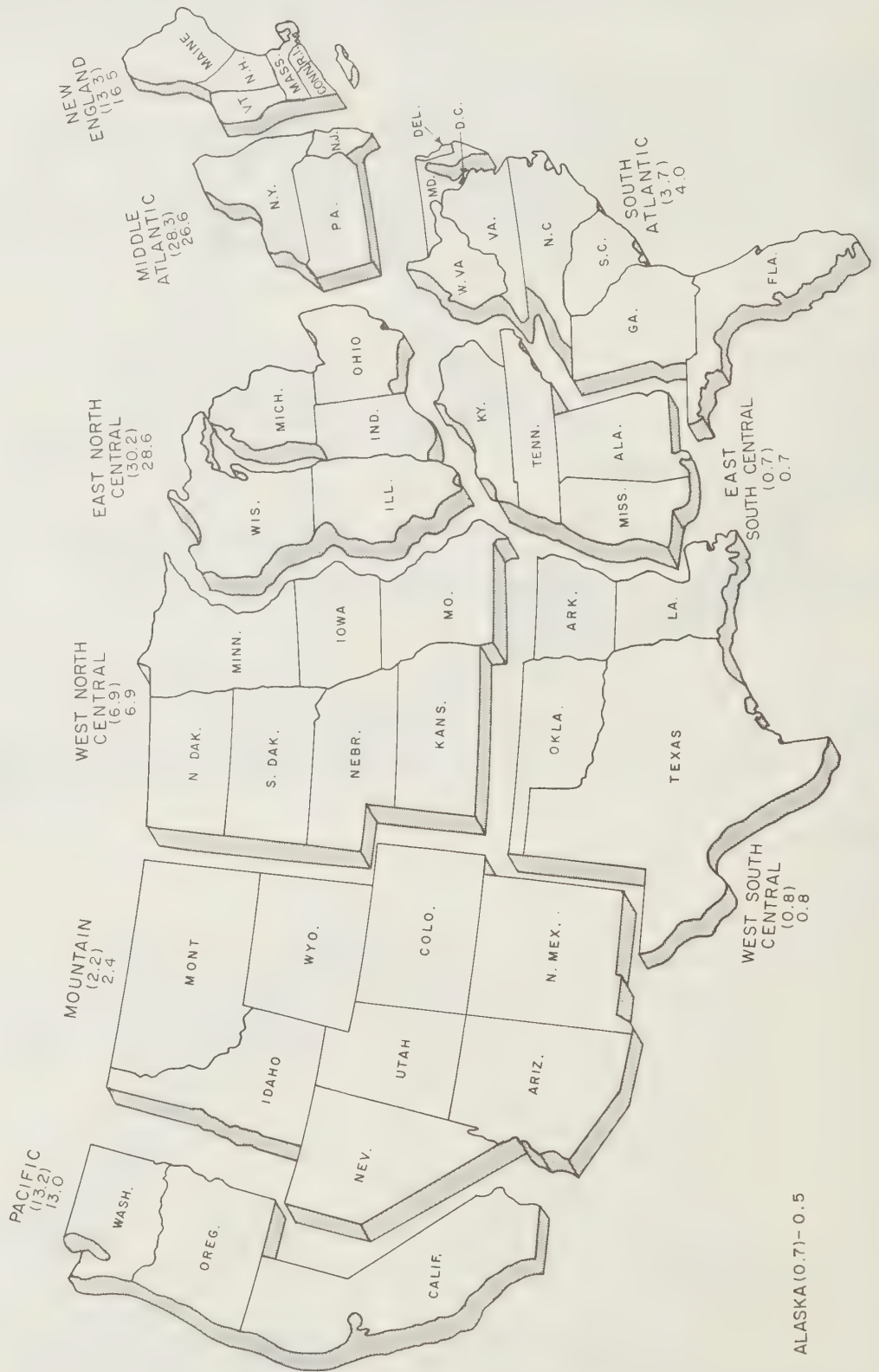


CHART-3



MAP 1

ORIGIN OF UNITED STATES* AUTOMOBILES ENTERING CANADA FOR A STAY OF ONE OR MORE NIGHTS 1969⁽¹⁾-1970



(PERCENTAGE OF TOTAL ENTRIES)

* CONTINENTAL UNITED STATES
(1) 1969 FIGURE IN BRACKET

Map 2

PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES
IN CANADA FOR ONE OR MORE NIGHTS
BY PROVINCIAL AREAS OF DESTINATION
NEWFOUNDLAND, PRINCE EDWARD ISLAND, NOVA SCOTIA AND NEW BRUNSWICK
YEARS 1969⁽¹⁾ AND 1970



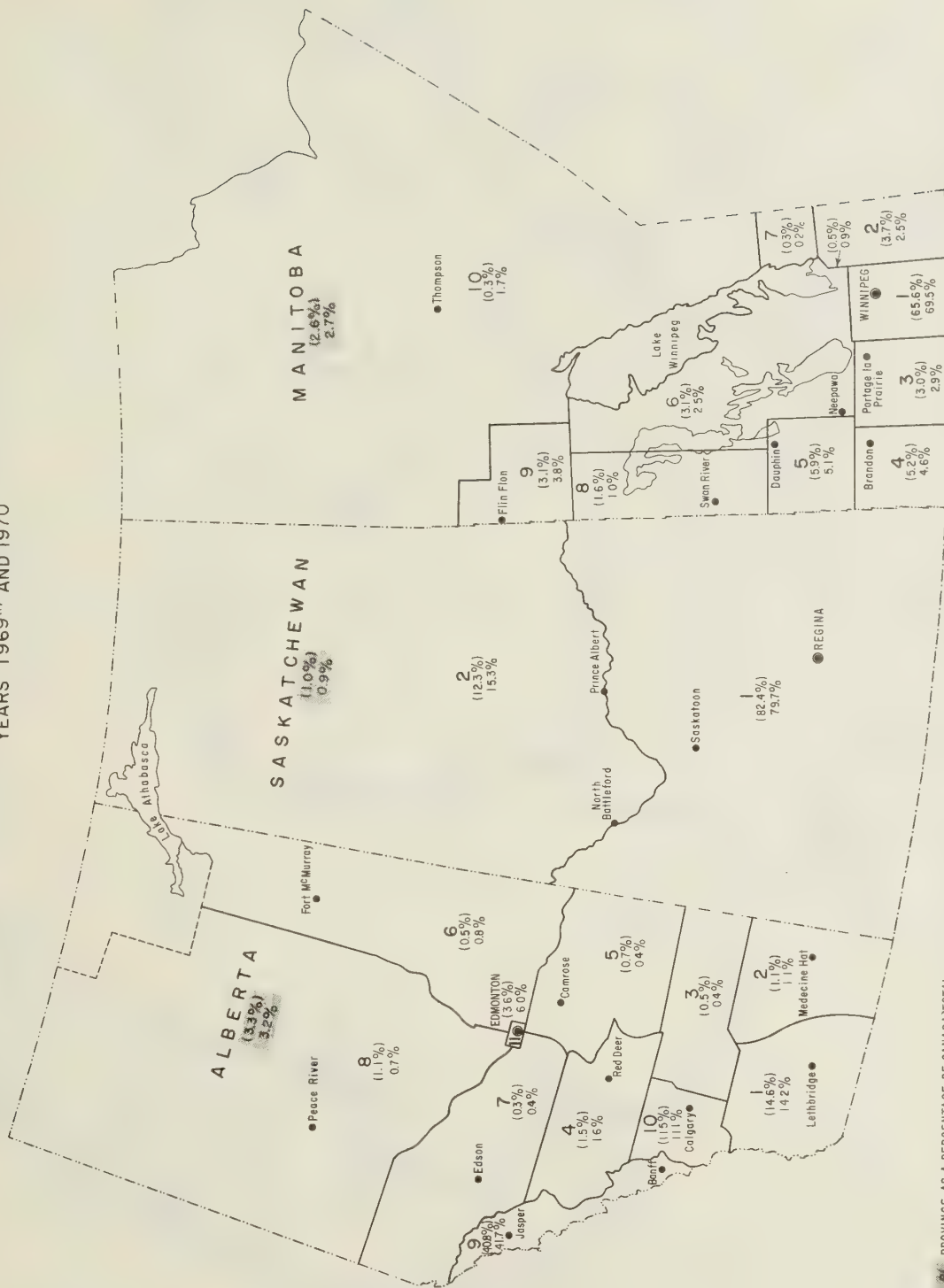
(1) (1969) FIGURE IN BRACKET

Map 3
PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA FOR ONE OR MORE NIGHTS
BY PROVINCIAL AREAS OF DESTINATION — ONTARIO AND QUEBEC
YEARS 1969⁽¹⁾ AND 1970



(1) (1969) FIGURE IN BRACKET.

PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA FOR ONE OR MORE NIGHTS BY PROVINCIAL AREAS OF DESTINATION—MANITOBA, SASKATCHEWAN AND ALBERTA YEARS 1969⁽¹⁾ AND 1970



PROVINCE AS A PERCENTAGE OF CANADA TOTAL
(% AREA AS A PERCENTAGE OF PROVINCIAL TOTAL)

(1) (1969) FIGURE IN BRACKET

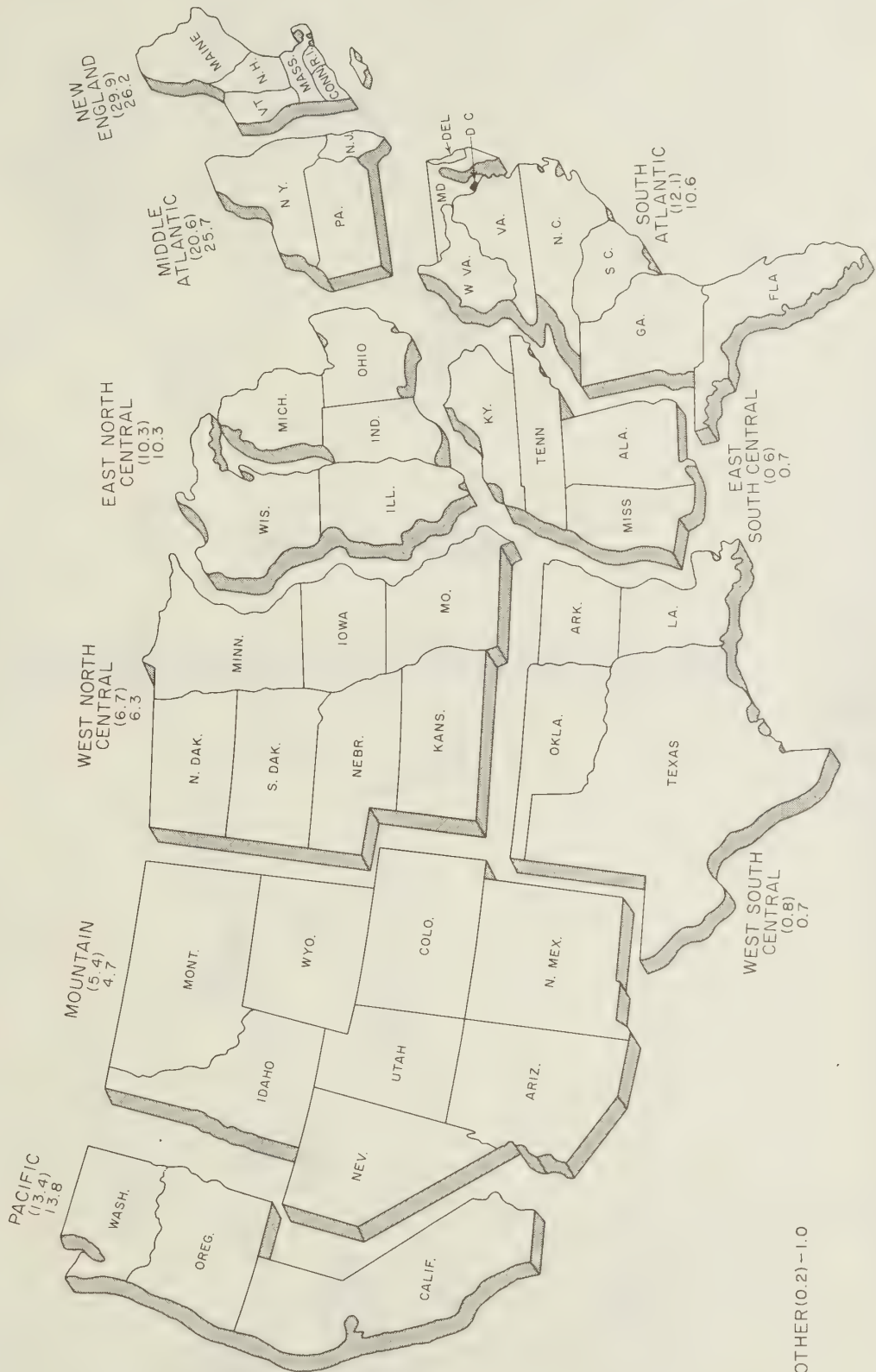
CARS REPORTING NO DEFINITE AREA OR TWO OR MORE AREAS:
MANITOBA (8.2%) 6.2%, SASKATCHEWAN (5.3%) 5.0%, ALBERTA (21.4%) 27.6%.

Map 5
PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA FOR ONE OR MORE NIGHTS
BY PROVINCIAL AREAS OF DESTINATION—BRITISH COLUMBIA, YUKON AND NORTHWEST TERRITORIES
YEARS 1969⁽¹⁾ AND 1970



(1) (1969) FIGURE IN BRACKET

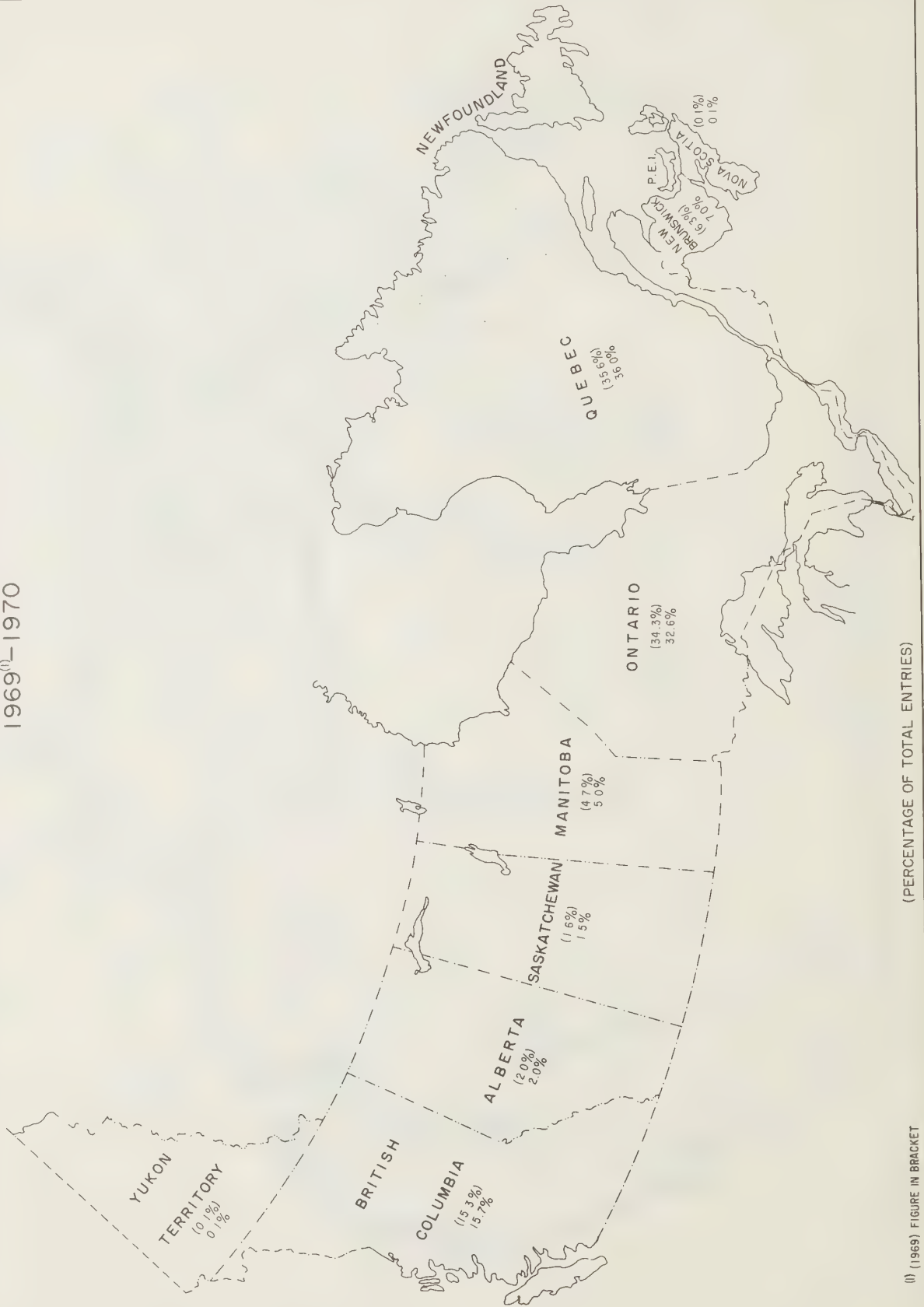
DESTINATION OF CANADIANS IN THE UNITED STATES STAYING ONE OR MORE NIGHTS 1969⁽¹⁾ - 1970



(1) (1969) FIGURE IN BRACKET

Map 7

ORIGIN OF CANADIAN AUTOMOBILES ENTERING THE UNITED STATES OF AMERICA
FOR A STAY OF ONE OR MORE NIGHTS
1969⁽¹⁾-1970



(1) (1969) FIGURE IN BRACKET

(PERCENTAGE OF TOTAL ENTRIES)

SUMMARY TABLES

TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

TABLE 1. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, 1931-70
Net credits + Net debits -

Year	Account with United States			Account with overseas countries			Account with all countries		
	Receipts	Payments ¹	Balance	Receipts	Payments	Balance	Receipts	Payments	Balance
millions of dollars									
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462	- 87	45	165	- 120	420	627	- 207
1961	435	459	- 24	47	183	- 136	482	642	- 160
1962	512	419	+ 93	50	186	- 136	562	605	- 43
1963	549	388	+ 161	60	197	- 137	609	585	+ 24
1964	590	481	+ 109	72	231	- 159	662	712	- 50
1965	660	548	+ 112	87	248	- 161	747	796	- 49
1966	730	628	+ 102	110	272	- 162	840	900	- 60
1967	1,164	627	+ 537	154	268	- 114	1,318	895	+ 423
1968	891	710	+ 181	87	298	- 211	978	1,008	- 30
1969	961	893	+ 68	113	399	- 286	1,074	1,292	- 218
1970 ²	1,082	936	+ 146	152	524	- 372	1,234	1,460	- 226

¹ Data for the years 1960-69 include Hawaii.

² Subject to revision.

Note: Figures include international transportation fares.

TABLE 2. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, by Area, 1961 - 70

Area	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970 ¹
millions of dollars										
Receipts:										
United States	435	512	549	590	660	730	1,164	891	961	1,082
United Kingdom	21	22	28	33	34	39	40	23	29	44
Other sterling area	7	8	8	11	9	12	18	13	18	23
OECD in Europe	13	14	16	17	27	36	58	32	40	53
All other countries	6	6	8	11	17	23	38	19	26	32
Totals	482	562	609	662	747	840	1,318	978	1,074	1,234
Payments:										
United States	459	419	388	481	548	628	627	710	893	936
United Kingdom	71	71	70	80	89	94	88	103	145	156
Other sterling areas	21	21	21	23	27	29	43	41	52	66
OECD in Europe	72	75	86	105	106	120	105	121	153	207
All other countries	19	19	20	23	26	29	32	33	49	95
Totals	642	605	585	712	796	900	895	1,008	1,292	1,460
Balance:										
United States	- 24	+ 93	+ 161	+ 109	+ 112	+ 102	+ 537	+ 181	+ 68	+ 146
United Kingdom	- 50	- 49	- 42	- 47	- 55	- 55	- 48	- 80	- 116	- 112
Other sterling area	- 14	- 13	- 13	- 12	- 18	- 17	- 25	- 28	- 34	- 43
OECD in Europe	- 59	- 61	- 70	- 88	- 79	- 84	- 47	- 89	- 113	- 154
All other countries	- 13	- 13	- 12	- 12	- 9	- 6	+ 6	- 14	- 23	- 63
Totals	- 160	- 43	+ 24	- 50	- 49	- 60	+ 423	- 30	- 218	- 226

¹ Subject to revision.

Note: Figures include international transportation fares.

TABLE 3. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, by Area, Quarterly, 1968 - 70

	I	II	III	IV	Year
1968					
millions of dollars					
Quarterly receipts:					
United States	72	206	501	112	891
Overseas countries:					
United Kingdom	2	6	11	4	23
Other sterling area	1	3	6	3	13
Other OECD (Europe)	3	10	14	5	32
Other countries	3	5	7	4	19
Totals, overseas countries	9	24	38	16	87
Totals	81	230	539	128	978
Quarterly payments:					
United States	164	181	248	117	710
Overseas countries:					
United Kingdom	12	23	52	16	103
Other sterling area	14	10	7	10	41
Other OECD (Europe)	17	24	60	20	121
Other countries	9	8	8	8	33
Totals, overseas countries	52	65	127	54	298
Totals	216	246	375	171	1,008
Quarterly balance:					
United States	- 92	+ 25	+ 253	- 5	+ 181
Overseas countries:					
United Kingdom	- 10	- 17	- 41	- 12	- 80
Other sterling area	- 13	- 7	- 1	- 7	- 28
Other OECD (Europe)	- 14	- 14	- 46	- 15	- 89
Other countries	- 6	- 3	- 1	- 4	- 14
Totals, overseas countries	- 43	- 41	- 89	- 38	- 211
Totals	- 135	- 16	+ 164	- 43	- 30

TABLE 3. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, by Area, Quarterly, 1968-70 - Concluded

	I	II	III	IV	Year
1969					
millions of dollars					
Quarterly receipts:					
United States	74	220	530	137	961
Overseas countries:					
United Kingdom	2	8	15	4	29
Other sterling area	2	4	8	4	18
Other OECD (Europe)	4	11	18	7	40
Other countries	4	7	10	5	26
Totals, overseas countries	12	30	51	20	113
Totals	86	250	581	157	1,074
Quarterly payments:					
United States	207	247	313	126	893
Overseas countries:					
United Kingdom	13	40	67	25	145
Other sterling area	17	10	12	13	52
Other OECD (Europe)	18	34	68	33	153
Other countries	13	10	16	10	49
Totals, overseas countries	61	94	163	81	399
Totals	268	341	476	207	1,292
Quarterly balance:					
United States	- 133	- 27	+ 217	+ 11	+ 68
Overseas countries:					
United Kingdom	- 11	- 32	- 52	- 21	- 116
Other sterling area	- 15	- 6	- 4	- 9	- 34
Other OECD (Europe)	- 14	- 23	- 50	- 26	- 113
Other countries	- 9	- 3	- 6	- 5	- 23
Totals overseas countries	- 49	- 64	- 112	- 61	- 286
Totals	- 182	- 91	+ 105	- 50	- 218
1970 ¹					
millions of dollars					
Quarterly receipts:					
United States	92	252	574	164	1,082
Overseas countries:					
United Kingdom	3	12	23	6	44
Other sterling area	3	6	10	4	23
Other OECD (Europe)	6	16	21	10	53
Other countries	5	11	11	5	32
Totals, overseas countries	17	45	65	25	152
Totals	109	297	639	189	1,234
Quarterly payments:					
United States	217	252	323	144	936
Overseas countries:					
United Kingdom	21	42	73	20	156
Other sterling area	23	19	14	10	66
Other OECD (Europe)	32	48	92	35	207
Other countries	20	23	41	11	95
Totals overseas countries	96	132	220	76	524
Totals	313	384	543	220	1,460
Quarterly balance:					
United States	- 125	-	+ 251	+ 20	+ 146
Overseas countries:					
United Kingdom	- 18	- 30	- 50	- 14	- 112
Other sterling area	- 20	- 13	- 4	- 6	- 43
Other OECD (Europe)	- 26	- 32	- 71	- 25	- 154
Other countries	- 15	- 12	- 30	- 6	- 63
Totals, overseas countries	- 79	- 87	- 155	- 51	- 372
Totals	- 204	- 87	+ 96	- 31	- 226

¹ Subject to revision.

Note: Figures include international transportation fares.

TABLE 4. Receipts and Payments on Travel Account as Percentage of Canada's Imports and Exports, 1962 - 70

Year	Expenditures by visitors to Canada on travel	Total service receipts	Percentage share	Total current receipts	Percentage share
millions of dollars					
1962	562	2,003	28.1	8,383	6.7
1963	609	2,180	27.9	9,262	6.6
1964	662	2,509	26.4	10,747	6.2
1965	747	2,719	27.5	11,464	6.5
1966	840	2,952	28.5	13,222	6.4
1967	1,318	3,747	35.2	15,085	8.7
1968 ¹	978	3,182	30.7	17,184	5.7
1969 ¹	1,074	3,767	28.5	19,095	5.6
1970 ¹	1,234	4,252	29.0	21,580	5.7
	Payments by Canadians to foreign nations on travel	Total service payments	Percentage share	Total current payments	Percentage share
millions of dollars					
1962	605	3,054	19.8	9,257	6.5
1963	585	3,225	18.1	9,804	6.0
1964	712	3,634	19.6	11,171	6.4
1965	796	3,920	20.3	12,547	6.3
1966	900	4,315	20.9	14,205	6.3
1967	895	4,812	18.6	15,584	5.7
1968 ¹	1,008	4,639	21.7	17,291	5.8
1969 ¹	1,292	5,322	24.3	19,846	6.5
1970 ¹	1,460	5,848	25.0	20,283	7.2

¹ Subject to revision.

TABLE 5. Travel Expenditures of Canadians as Percentage of Total Personal Income, 1961 - 70

Year	Travel expenditures of Canadians	Total personal income	Percentage of total
millions of dollars			
1961	642	29,411	2.18
1962	605	31,966	1.89
1963	585	34,109	1.72
1964	712	36,618	1.94
1965	796	40,591	1.96
1966	900	45,702	1.97
1967	895	50,207	1.78
1968	1,008	55,170	1.83
1969	1,292	66,398	1.95
1970	1,460	66,100	2.21

TABLE 6. Travel Expenditures Abroad as percentage of Canadian Disposable Income, 1961 - 70

Year	Personal disposable income of Canadians ¹	Travel expenditures abroad of Canadians ²	Percentage of disposable income
	\$'000,000		%
1961.....	26,211	642	2.45
1962.....	28,518	605	2.12
1963.....	30,448	585	1.92
1964.....	32,385	712	2.20
1965.....	35,787	796	2.22
1966.....	39,499	900	2.28
1967.....	42,791	895	2.09
1968.....	46,384	1,008	2.17
1969.....	50,557	1,292	2.56
1970.....	53,595	1,460	2.72

¹ Data from Catalogue 13-201, *National Accounts, Income and Expenditure, 1926-68*.

² Includes expenditures for travel in Hawaii and expenditures for transportation paid to foreign air and sea carriers.

TABLE 7. Per Capita Canadian Travel Expenditures in Other Countries, 1961 - 70

Year	Travel expenditures abroad of Canadians ¹	Population of Canada	Per capita expenditures
	\$'000,000	'000	\$
1961.....	642	18,238	35.20
1962.....	605	18,583	32.56
1963.....	585	18,931	30.90
1964.....	712	19,290	36.91
1965.....	796	19,644	40.52
1966.....	900	20,015	44.97
1967.....	895	20,630	43.38
1968.....	1,008	20,940	48.14
1969.....	1,292	21,260	60.77
1970.....	1,460	21,561	67.71

¹ Includes expenditures for travel in Hawaii and expenditures for transportation paid to foreign air and sea carriers.

TABLE 8. Summary: Number, Expenditures and Length of Stay of Visitors to Canada, 1967 - 70

		United States		Overseas countries	Total
		Entering and leaving same day	One or more nights in Canada		
Number of visitors:					
1967	'000	24,511	15,465	590	40,566
1968	"	23,068	11,708	362	35,138
1969	"	23,454	12,312	463	36,229
1970	"	23,505	13,648	536	37,689
Number of days stay:					
1967	"	24,511	87,991	9,799	122,301
1968	"	23,068	69,411	7,559	100,038
1969	"	23,454	71,937	9,429	104,820
1970	"	23,505	79,890	11,112	114,507
Expenditures in Canada: ¹					
1967	\$'000,000	124	1,040	154	1,318
1968	"	120	771	87	978
1969	"	121	840	113	1,074
1970	"	129	953	152	1,234
Average length of stay in days:					
1967		1.0	5.7	16.6	3.0
1968		1.0	5.9	20.9	2.8
1969		1.0	5.8	20.4	2.9
1970		1.0	5.9	20.7	3.0
Average expenditure per trip:					
1967	\$	5.10	67.20	261.00	32.50
1968	\$	5.20	65.90	240.30	27.80
1969	\$	5.20	68.20	244.10	29.60
1970	\$	5.50	69.80	283.60	32.70
Average expenditure per day:					
1967	\$	5.10	11.80	15.70	10.80
1968	\$	5.20	11.10	11.50	9.80
1969	\$	5.20	11.70	12.00	10.20
1970	\$	5.50	11.90	13.70	10.80

¹ Expenditure figures include international transportation fares.

Source: Detail based on sample questionnaire surveys.

TABLE 9. Summary: Number, Expenditures and Length of Stay of Canadian Residents Abroad, 1967 - 70

		United States ¹		Overseas countries	Total
		Leaving and returning same day	One or more nights in United States		
Number of re-entries:					
1967.....	'000	24,709	7,791	522	33,022
1968.....	"	25,468	8,480	638	34,586
1969.....	"	26,116	9,326	852	36,294
1970.....	"	25,921	9,735	1,099	36,755
Number of days spent abroad:					
1967.....	"	24,709	59,296	13,415	97,420
1968.....	"	25,468	62,055	16,933	104,456
1969.....	"	26,116	74,170	22,666	122,952
1970.....	"	25,921	78,583	30,300	134,804
Expenditures abroad: ²					
1967.....	\$'000,000	47	557	268	872
1968.....	"	51	633	298	982
1969.....	"	57	795	399	1,251
1970.....	"	55	834	524	1,413
Average length of stay in days:					
1967.....		1.0	7.6	25.7	3.0
1968.....		1.0	7.3	26.5	3.0
1969.....		1.0	8.0	26.6	3.4
1970.....		1.0	8.1	27.6	3.7
Average expenditure per trip:					
1967.....	\$	1.90	71.50	513.40	26.40
1968.....	\$	2.00	74.60	467.10	28.40
1969.....	\$	2.20	85.20	468.30	34.50
1970.....	\$	2.10	85.70	476.80	38.40
Average expenditure per day:					
1967.....	\$	1.90	9.40	20.00	9.00
1968.....	\$	2.00	10.20	17.60	9.40
1969.....	\$	2.20	10.70	17.60	10.20
1970.....	\$	2.10	10.60	17.30	10.50

¹ Excludes Hawaii and international transportation fares paid to U.S. carriers by Canadians travelling to overseas countries.

² Includes other international transportation fares paid to overseas carriers.

Source: Detail based on sample questionnaire surveys.

UNITED STATES VISITORS TO CANADA

TABLE 10. United States Visitors¹ in Canada by Type of Transportation, 1966-70

Type of transportation	1966	1967	1968	1969	1970
thousands of visits					
Short-term traffic (entering and leaving same day) ²					
Automobile	15,829	19,848	20,595	20,733	20,804
Non-automobile:					
Plane	38	56	57	115	120
Bus	120	262	237	262	335
Rail	148	66	48	33	14
Boat	218	300	314	250	186
Other travellers (pedestrians, local bus, etc.)	6,154	3,980	1,817	2,061	2,046
Totals, non-automobile	6,678	4,664	2,473	2,721	2,701
Totals (short-term)	22,507	24,512	23,068	23,454	23,505
Long-term traffic (one or more nights in Canada)					
Automobile	11,039	12,597	9,736	10,246	11,214
Non-automobile:					
Plane	672	1,121	936	1,018	1,166
Bus	578	1,196	607	605	730
Rail	196	243	173	165	126
Boat	333	307	256	278	412
Totals, non-automobile	1,779	2,867	1,972	2,066	2,434
Totals (long-term)	12,818	15,464	11,708	12,312	13,648
Grand totals	35,325	39,976	34,776	35,766	37,153

¹ Includes Hawaii.

² Changes in the methods of collection in 1967 tend to have lowered the category "other travellers".

Source: Detail based on sample questionnaire surveys.

TABLE 11. Number and Expenditures of United States Visitors in Canada classified by Length of Stay and Type of Transportation, 1969 and 1970

Type of transportation	Number of persons				Estimated expenditures ¹			
	1969		1970		1969		1970	
	Thousands of visits	Per cent of grand total	Thousands of visits	Per cent of grand total	Millions of dollars	Per cent of grand total	Millions of dollars	Per cent of grand total
Short-term traffic (entering and leaving same day)								
Automobile	20,733	58	20,804	56	98.5	11	104.5	10
Non-automobile:								
Plane	115	--	120	--	2.3	--	3.0	--
Bus	262	1	335	1	1.8	--	2.4	--
Rail	33	--	14	--	0.1	--	--	--
Boat	250	1	186	--	1.2	--	0.7	--
Other travellers (pedestrians, local bus, etc.)	2,061	6	2,046	6	17.2 ³	2	18.7 ³	2
Totals, non-automobile	2,721	8	2,701	7	22.6	2	24.8	2
Totals (short-term)	23,454	66	23,505	63	121.1	13	129.3	12
Long-term traffic (one or more nights)								
Automobile:								
Two or more nights in Canada	7,873	22	8,678	23	513.4	53	576.3	53
One night in Canada	2,373	7	2,536	7	48.2	5	51.5	5
Totals, automobile	10,246	29	11,214	30	561.6	58	627.8	58
Non-automobile: ²								
Plane	1,018	3	1,166	4	159.4	17	181.2	17
Bus	605	2	730	2	78.3	8	105.3	10
Rail	165	--	126	--	29.6	3	22.5	2
Boat	278	--	412	1	11.3	1	15.8	1
Totals, non-automobile	2,066	5	2,434	7	278.6	29	324.8	30
Totals (long-term)	12,312	34	13,648	37	840.2	87	952.6	88
Grand totals	35,766	100	37,153	100	961.3	100	1,081.9	100

¹ Subject to revisions and includes Hawaii.

² Includes persons in transit by plane, bus and rail.

³ Includes transportation fares paid to Canadian carriers by United States residents in transit to overseas countries.

Source: Detail based on sample questionnaire surveys.

TABLE 12. Expenditure of United States Visitors in Canada, Quarterly, 1969 and 1970¹

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
1969					
Automobile:					
Two or more nights in Canada	23.0	108.8	316.9	64.7	513.4
One night in Canada	3.7	10.1	27.6	6.8	48.2
Entering and leaving same day	12.8	24.1	43.0	18.6	98.5
Totals	39.5	143.0	387.5	90.1	660.1
Non-automobile:					
Plane	25.5	40.9	64.5	30.8	161.7
Bus	3.8	17.0	49.8	9.5	80.1
Rail	3.7	12.3	10.6	3.1	29.7
Boat	0.2	2.6	9.3	0.4	12.5
Other travellers ² (pedestrians, local bus, etc.)	2.0	4.0	8.2	3.0	17.2
Totals	35.2	76.8	142.4	46.8	301.2
Grand totals	74.7	219.8	529.9	136.9	961.3
1970					
Automobile:					
Two or more nights in Canada	30.9	120.2	335.6	89.6	576.3
One night in Canada	5.3	12.1	27.6	6.5	51.5
Entering and leaving same day	17.0	26.9	42.5	18.1	104.5
Totals	53.2	159.2	405.7	114.2	732.3
Non-automobile:					
Plane	27.0	54.5	69.0	33.7	184.2
Bus	6.7	22.3	69.0	9.7	107.7
Rail	2.5	7.2	9.8	3.0	22.5
Boat	0.2	4.8	11.3	0.2	16.5
Other travellers ² (pedestrians, local bus, etc.)	2.4	4.4	8.8	3.1	18.7
Totals	38.8	93.2	167.9	49.7	349.6
Grand totals	92.0	252.4	573.6	163.9	1,081.9

¹ Subject to revision and includes Hawaii.

² Includes transportation fares paid to Canadian carriers by United States residents in transit to overseas countries.

Source: Detail based on sample questionnaire surveys.

TABLE 13. Average Expenditure and Length of Stay of United States Travellers in Canada, by Type of Transportation, 1968 - 70

Type of transportation	Average expenditure per person day			Average length of Stay per person		
	1968	1969	1970	1968	1969	1970
\$			days			
Automobile:						
Same day	4.80	4.80	5.00	1.0	1.0	1.0
One or more nights	8.90	9.70	9.70	5.8	5.6	5.8
Totals	7.80	8.40	8.60	2.5	2.5	2.7
Non-automobile: ¹						
Plane	25.90	24.70	25.90	6.2	5.8	5.6
Bus	16.30	16.60	20.50	5.9	6.4	5.8
Rail	19.60	19.40	25.20	7.2	9.0	7.0
Boat	10.70	7.50	7.00	3.4	3.2	3.9
Other travellers (pedestrians, local bus, etc.)	5.10	5.40	5.20	1.0	1.0	1.0
Totals	18.30	17.70	19.40	3.6	3.6	3.6
Grand totals	9.60	10.00	10.40	2.7	2.7	2.8

¹ Excludes in transit traffic but includes private plane and boat traffic.

Source: Detail based on sample questionnaire surveys.

**TABLE 14. Number of United States Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1966-70**

Month	1966	1967	1968	1969	1970
Length of stay — One or more nights in Canada					
January	125,105	138,182	66,911	75,248	90,067
February	135,746	144,405	78,227	85,232	95,148
March	147,877	94,014	99,043	106,665	141,197
April	206,468	118,369	141,575	148,262	138,707
May	309,995	301,466	228,844	287,726	290,990
June	486,076	571,252	441,724	448,326	475,278
July	914,588	934,840	749,508	808,824	902,166
August	835,997	879,281	852,458	887,926	902,691
September	458,216	490,305	386,326	351,634	450,913
October	270,595	287,236	233,475	238,155	260,490
November	184,571	126,691	142,820	149,590	147,526
December	181,751	113,226	119,524	120,793	134,183
Totals	4,256,985	4,199,267	3,540,435	3,708,381	4,029,356
Length of stay — Entering and departing on the same day					
January	330,843	348,864	483,696	463,536	504,476
February	332,815	303,850	498,888	479,832	503,141
March	387,003	520,074	570,087	545,608	587,382
April	492,139	560,876	606,670	606,703	598,083
May	572,553	694,617	726,429	746,141	763,989
June	697,949	882,100	868,550	870,989	890,822
July	978,821	1,211,999	1,133,655	1,149,747	1,141,295
August	928,156	1,094,387	1,153,749	1,207,887	1,181,429
September	609,144	777,436	731,617	699,655	768,665
October	525,309	669,949	655,497	650,593	655,006
November	420,920	546,502	579,473	589,934	556,944
December	376,278	561,503	518,014	528,399	505,542
Totals	6,651,930	8,172,157	8,526,325¹	8,539,024²	8,656,774³
Commercial vehicles — Trucks					
January	41,998	44,302	48,314	48,647	47,378
February	42,825	43,615	47,511	49,417	47,503
March	50,896	46,315	50,335	52,274	55,776
April	44,900	43,282	50,680	51,776	51,645
May	49,858	54,677	57,943	55,959	53,554
June	52,772	55,957	56,658	57,398	59,116
July	50,168	49,852	54,892	53,392	56,685
August	52,080	55,458	53,427	52,238	54,623
September	49,735	49,872	52,568	55,677	55,065
October	47,201	52,159	57,380	56,260	50,841
November	47,872	50,905	50,688	47,651	48,403
December	46,074	48,482	45,893	48,625	49,896
Totals	576,379	594,876	626,289	629,314	630,485

¹ Includes 48,446 bicycles and motorcycles and 87,426 taxis.

² Includes 52,672 bicycles and motorcycles and 88,279 taxis.

³ Includes 63,337 bicycles and motorcycles and 89,208 taxis.

Source: Frontier count.

TABLE 15. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Month of Entry, 1966 - 70

Month	1966	1967	1968	1969	1970
Aeroplane ¹					
January	38,817	47,842	53,719	72,191	78,706
February	39,867	39,155	52,958	55,963	72,723
March	43,730	43,684	55,427	75,521	77,068
April	46,343	54,054	64,189	75,190	86,583
May	60,799	112,439	73,738	99,637	117,431
June	77,951	164,330	111,467	124,639	146,346
July	88,793	156,429	122,334	154,998	155,288
August	92,136	167,829	134,727	138,225	166,485
September	72,089	146,680	107,964	101,948	126,688
October	58,803	127,362	81,481	83,194	98,669
November	44,521	60,312	64,925	73,757	81,444
December	45,997	56,952	70,205	77,552	78,828
Totals	709,846	1,177,068	993,134	1,132,815	1,286,259
Bus ²					
January	21,793	29,907	29,490	27,841	32,270
February	25,627	28,288	33,810	34,080	37,416
March	26,245	32,013	32,529	34,734	44,834
April	40,436	51,866	37,838	43,930	50,216
May	57,533	172,607	84,696	94,880	105,433
June	76,907	240,306	113,503	121,559	151,943
July	140,976	301,779	159,086	169,889	195,964
August	128,251	266,959	165,759	155,078	191,768
September	71,567	156,796	67,367	57,991	107,745
October	46,122	105,736	54,850	56,135	68,671
November	34,612	36,877	36,072	39,359	43,200
December	27,866	34,688	28,901	31,483	35,485
Totals	697,935	1,457,822	843,901	866,959	1,064,945
Rail (Gross entries)					
January	25,728	19,137	11,939	12,483	9,472
February	19,126	12,025	10,179	12,020	7,703
March	20,913	15,202	11,742	11,929	10,293
April	27,979	15,925	14,040	14,178	9,848
May	28,852	27,307	17,660	16,760	11,501
June	34,160	37,859	26,808	22,169	17,074
July	56,270	46,476	30,368	26,937	20,029
August	52,028	51,849	36,331	28,106	19,640
September	26,254	31,271	19,844	17,733	12,809
October	23,406	22,196	15,991	14,550	8,031
November	14,912	13,125	11,274	9,062	6,157
December	14,545	16,991	14,638	12,084	7,766
Totals	344,173	309,363	220,814	198,011	140,323

See footnote(s) at end of table.

TABLE 15. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Month of Entry, 1966-70 - Concluded

Month	1966	1967	1968	1969	1970
Rail (Net entries) ³					
January	13,536	11,981	8,716	10,005	8,073
February	11,143	8,296	7,807	10,414	6,887
March	12,186	11,082	9,370	10,044	8,965
April	14,982	11,529	11,556	11,963	8,680
May	16,975	23,162	15,092	15,089	10,534
June	22,718	33,140	23,555	19,737	15,532
July	34,444	41,019	26,944	23,870	17,570
August	28,296	46,170	31,863	24,824	17,200
September	15,341	26,893	17,361	15,767	11,274
October	15,578	18,807	13,672	12,409	8,031
November	10,504	9,464	9,236	6,921	6,157
December	9,888	11,990	11,375	9,605	7,766
Totals	205,591	253,533	186,547	170,648	126,669
Boat					
January	87	89	161	448	1,101
February	84	843	268	189	760
March	202	177	1,115	1,082	1,082
April	1,283	1,673	2,211	2,189	2,013
May	25,519	31,489	31,103	37,433	37,618
June	88,916	102,722	79,593	74,523	94,380
July	181,482	199,194	195,527	170,918	187,734
August	174,707	174,952	184,938	183,205	189,883
September	63,005	80,769	59,939	48,836	71,268
October	13,951	12,232	13,135	7,004	8,399
November	1,960	2,406	1,975	1,477	2,093
December	321	591	485	541	1,164
Totals	551,517	607,137	570,450	527,845	597,495

¹ Including traffic in transit to and from Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic.

³ After deducting passengers in transit across Southern Ontario.

Source: Frontier count.

**TABLE 16. Number of United States Automobiles and Other Vehicles Entering Canada,
by Province of Entry, 1966-70**

Province of entry	1966	1967	1968	1969	1970
Length of stay—One or more nights in Canada					
Atlantic Provinces	212,872	203,169	282,203	250,336	305,730
Quebec	373,613	1,044,268	605,112	644,799	727,117
Ontario	3,044,349	2,319,553	1,979,170	2,053,245	2,161,570
Manitoba	68,838	108,418	99,454	110,770	134,397
Saskatchewan	33,016	33,807	34,533	37,572	39,576
Alberta	62,601	65,667	68,604	76,845	86,150
British Columbia	433,012	397,534	442,949	509,466	547,856
Yukon Territory	28,684	26,851	28,410	25,348	26,960
Canada	4,256,985	4,199,267	3,540,435	3,708,381	4,029,356
Length of stay—Entering and departing on the same day					
Atlantic Provinces	1,261,109	1,271,937	1,424,715	1,353,855	1,357,021
Quebec	509,135	890,175	787,444	837,944	881,995
Ontario	4,343,915	5,335,877	5,603,611	5,599,252	5,592,990
Manitoba	119,178	136,490	139,720	153,284	158,509
Saskatchewan	46,988	49,946	54,570	51,580	53,852
Alberta	39,155	38,483	43,388	46,143	50,322
British Columbia	328,551	447,104	468,222	491,116	557,280
Yukon Territory	3,899	2,145	4,655	5,850	4,805
Canada	6,651,930	8,172,157	8,526,325¹	8,539,024²	8,656,774³
Commercial vehicles—Trucks					
Atlantic Provinces	59,077	61,537	59,827	64,560	62,749
Quebec	100,418	103,723	103,456	108,481	123,652
Ontario	296,794	320,313	344,865	336,292	324,730
Manitoba	20,101	16,787	17,535	18,142	19,873
Saskatchewan	12,086	11,075	10,781	10,533	10,617
Alberta	11,505	12,630	12,982	14,601	15,069
British Columbia	72,781	66,738	74,534	73,323	70,074
Yukon Territory	3,617	2,073	2,309	3,382	3,721
Canada	576,379	594,876	626,289	629,314	630,485

¹ Includes 48,446 bicycles and motorcycles and 87,426 taxis.

² Includes 52,672 bicycles and motorcycles and 88,279 taxis.

³ Includes 63,337 bicycles and motorcycles and 89,208 taxis.

Source: Frontier count.

TABLE 17. Numbers of United States Visitors Entering Canada by Non-automobile Transportation, by Province of Entry, 1966 - 70

Province of entry	1966	1967	1968	1969	1970
Aeroplane					
Atlantic Provinces	31,425	35,576	37,910	38,619	41,913
Quebec	207,940	530,289	249,924	303,012	396,641
Ontario	322,444	408,537	473,199	521,175	567,592
Manitoba	26,766	37,904	46,534	59,987	43,788
Saskatchewan	3,767	3,812	4,141	3,998	4,752
Alberta	21,840	24,661	28,038	37,054	44,246
British Columbia	92,075	130,413	146,683	161,296	178,691
Yukon Territory ¹	3,589	5,876	6,705	7,674	8,636
Canada	709,846	1,177,068	993,134	1,132,815	1,286,259
Bus²					
Atlantic Provinces	14,042	15,259	19,007	21,950	22,045
Quebec	116,187	644,298	148,397	160,500	183,557
Ontario	475,222	688,577	568,079	551,821	716,512
Manitoba	9,045	15,955	13,180	14,431	16,970
Saskatchewan	252	27	20	477	1,822
Alberta	6,942	6,716	6,982	10,369	8,055
British Columbia	71,283	81,948	82,107	100,757	111,605
Yukon Territory	4,962	5,042	6,129	6,654	4,379
Canada	697,935	1,457,822	843,901	866,959	1,064,945
Rail³					
Atlantic Provinces	351	257	1,198	4,578	4,904
Quebec	56,921	80,757	46,646	41,225	37,323
Ontario	77,439	104,328	72,814	62,818	45,056
Manitoba	18,123	20,163	13,550	12,487	6,393
Saskatchewan	4	4	4	4	4
Alberta	4	4	4	4	60
British Columbia	30,572	28,250	23,111	16,434	11,996
Yukon Territory	22,185	19,778	29,228	33,106	20,937
Canada	205,591	253,533	186,547	170,648	126,669
Boat					
Atlantic Provinces	1,833	1,852	1,349	2,101	3,814
Quebec	19,302	36,517	19,482	21,509	15,655
Ontario	369,337	400,284	373,566	313,086	345,124
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	161,044	168,437	176,048	191,119	232,859
Yukon Territory	1	47	5	30	43
Canada	551,517	607,137	570,450	527,845	597,495

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Excludes local traffic between border communities but includes in transit traffic.

³ After deducting passengers in transit across Southern Ontario.

⁴ No direct entries reported.

Source: Frontier count.

TABLE 18. Numbers of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1970

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Persons in automobiles—Same day					
Nova Scotia.....	—	—	—	—	—
New Brunswick.....	622,415	807,298	1,010,626	695,092	3,135,431
Quebec.....	419,687	630,647	936,543	492,601	2,479,478
Ontario.....	2,119,761	3,321,104	5,254,397	2,296,813	12,992,075
Manitoba	71,816	109,600	173,463	90,882	445,761
Saskatchewan.....	28,087	35,950	47,235	30,165	141,437
Alberta.....	17,761	29,773	55,495	22,167	125,196
British Columbia	283,342	378,545	527,091	284,071	1,473,049
Yukon Territory	1,400	3,071	5,714	1,404	11,589
Canada.....	3,564,269	5,315,988	8,010,564	3,913,195	20,804,016
Persons in automobiles—One night					
Nova Scotia.....	—	23	177	6	206
New Brunswick.....	16,947	28,866	53,232	22,152	121,197
Quebec.....	57,569	93,368	243,330	67,088	461,355
Ontario.....	123,848	353,720	880,241	199,578	1,557,387
Manitoba	12,123	25,239	49,972	14,380	101,714
Saskatchewan.....	2,634	4,065	5,784	3,015	15,498
Alberta.....	2,424	5,868	15,217	3,088	26,597
British Columbia	43,537	56,160	97,159	38,759	235,615
Yukon Territory	965	4,132	9,905	1,704	16,706
Canada.....	260,047	571,441	1,355,017	349,770	2,536,275
Persons in automobiles—Two or more nights					
Nova Scotia.....	299	8,606	46,822	4,004	59,731
New Brunswick.....	50,337	126,562	402,167	99,987	679,053
Quebec.....	160,145	300,527	1,105,421	260,451	1,826,544
Ontario.....	219,781	964,626	2,545,792	453,651	4,183,850
Manitoba	27,191	80,272	171,150	42,567	321,180
Saskatchewan.....	7,687	27,201	61,835	17,803	114,526
Alberta.....	9,389	48,364	152,987	16,399	227,139
British Columbia	99,984	295,050	666,672	147,266	1,208,972
Yukon Territory	3,953	13,273	33,948	5,908	57,082
Canada.....	578,766	1,864,481	5,186,794	1,048,036	8,678,077

TABLE 18. Numbers of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1970 - Continued

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Aeroplane					
Newfoundland	241	833	663	222	1,959
Prince Edward Island	25	181	171	58	435
Nova Scotia	3,351	6,314	15,535	4,187	29,387
New Brunswick	1,470	2,494	3,902	2,266	10,132
Quebec	75,053	107,295	127,283	87,010	396,641
Ontario	106,170	156,536	189,444	115,442	567,592
Manitoba	8,653	14,724	14,537	5,874	43,788
Saskatchewan	236	1,392	2,538	586	4,752
Alberta	6,141	12,422	17,182	8,501	44,246
British Columbia	26,084	46,200	72,257	34,150	178,691
Yukon Territory ¹	1,073	1,969	4,949	645	8,636
Canada	228,497	350,360	448,461	258,941	1,286,259
Bus ²					
Nova Scotia	—	592	5,500	337	6,429
New Brunswick	2,325	2,677	8,539	2,075	15,616
Quebec	24,506	39,979	96,150	22,922	183,557
Ontario	67,664	219,090	328,977	100,781	716,512
Manitoba	1,537	7,712	5,750	1,971	16,970
Saskatchewan	103	641	1,078	—	1,822
Alberta	347	1,720	5,120	868	8,055
British Columbia	18,032	34,226	40,978	18,369	111,605
Yukon Territory	6	955	3,385	33	4,379
Canada	114,520	307,592	495,477	147,356	1,064,945
Rail ³					
New Brunswick	1,531	1,084	1,030	1,259	4,904
Quebec	7,362	8,259	13,764	7,938	37,323
Ontario	14,032	16,535	20,917	7,226	58,710
Manitoba	1,009	1,771	2,497	1,116	6,393
Alberta	60	—	—	—	60
British Columbia	2,317	2,872	4,254	2,553	11,996
Yukon Territory	1,157	7,902	10,016	1,862	20,937
Canada	27,468	38,423	52,478	21,954	140,323

See footnote(s) at end of table.

TABLE 18. Numbers of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1970 - Concluded

Province of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Boat					
Newfoundland	—	4	483	—	487
Prince Edward Island	—	581	468	511	1,560
Nova Scotia	—	11	774	11	796
New Brunswick	115	120	515	221	971
Quebec	—	3,980	10,719	956	15,655
Ontario	1	66,236	273,555	5,332	345,124
British Columbia	2,827	63,054	162,353	4,625	232,859
Yukon Territory	—	25	18	—	43
Canada	2,943	134,011	448,885	11,656	597,495
Other travellers⁴					
Nova Scotia	133	2,062	11,617	2,004	15,816
New Brunswick	60,589	81,393	90,559	65,504	298,045
Quebec	41,741	46,956	55,305	42,318	186,320
Ontario	162,008	340,408	662,405	177,727	1,342,548
Manitoba	6,463	9,006	7,933	6,246	29,648
Saskatchewan	6,844	8,260	9,256	7,198	31,558
Alberta	5,899	8,006	7,766	5,865	27,536
British Columbia	21,515	26,744	39,862	20,275	108,396
Yukon Territory	885	1,219	2,836	747	5,687
Canada	306,077	524,054	887,539	327,884	2,045,554
Total visitors					
Newfoundland	241	837	1,146	222	2,446
Prince Edward Island	25	762	639	569	1,995
Nova Scotia	3,783	17,608	80,425	10,549	112,365
New Brunswick	755,729	1,050,494	1,570,570	888,556	4,265,349
Quebec	786,063	1,231,011	2,588,515	981,284	5,586,873
Ontario	2,813,265	5,438,255	10,155,728	3,356,550	21,763,798
Manitoba	128,792	248,324	425,302	163,036	965,454
Saskatchewan	45,591	77,509	127,726	58,767	309,593
Alberta	42,021	106,153	253,767	56,888	458,829
British Columbia	497,638	902,851	1,610,626	550,068	3,561,183
Yukon Territory	9,439	32,546	70,771	12,303	125,059
Canada	5,082,587	9,106,350	16,885,215	6,078,792	37,152,944

¹ Yukon Territory traffic is practically all in transit to and from Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic.

³ Including passengers in transit across Southern Ontario.

⁴ Persons entering as pedestrians, by local bus, motorcycle, bicycle, taxi, etc.

Source: Frontier count.

TABLE 19. Residents of the United States Entering Canada in Pleasure Craft¹ classified by Province of Entry, 1970²

Province of entry	Plane traffic				Boat traffic			
	One or more nights in Canada		Entering and leaving same day		One or more nights in Canada		Entering and leaving same day	
	Planes	Persons	Planes	Persons	Boats	Persons	Boats	Persons
Newfoundland.....	—	—	—	—	—	—	—	—
Prince Edward Island	62	140	3	5	—	—	1	17
Nova Scotia	145	491	127	406	22	97	6	43
New Brunswick	434	1,465	360	888	42	115	95	199
Quebec	1,914	7,278	2,244	6,762	370	1,577	4,886	12,918
Ontario	8,187	34,840	11,922	35,444	23,875	78,569	29,729	109,672
Manitoba	1,076	4,374	524	1,787	—	—	—	—
Saskatchewan	979	4,191	114	311	—	—	—	—
Alberta	1,662	6,903	268	1,686	—	—	—	—
British Columbia	4,913	14,744	2,267	6,396	8,759	32,637	182	617
Yukon Territory	703	1,795	28	60	1	4	—	—
Canada	20,075	76,221	17,857	53,745	33,069	112,999	34,899	123,466

¹ Foreign pleasure craft which entered Canada under own power. This traffic is included in the category "boat" elsewhere in this report.

² Comparable data not available for previous years.

Source: Frontier count.

TABLE 20. Number and Expenditures of United States Visitors in Canada classified by Province of Entry, 1969 and 1970

Province of entry	Number of visits				Estimated expenditures ¹			
	1969		1970		1969		1970	
	Thousands of visits	Per cent of total	Thousands of visits	Per cent of total	Millions of dollars	Per cent of total	Millions of dollars	Per cent of total
Atlantic Provinces ²	4,293	12.0	4,382	11.8	75.0	7.8	81.2	7.5
Quebec	5,016	14.0	5,587	15.1	193.2	20.1	237.7	22.0
Ontario	21,478	60.1	21,764	58.6	475.8	49.5	533.0	49.3
Manitoba	875	2.5	965	2.6	34.6	3.6	30.9	2.8
Saskatchewan	300	0.8	310	0.8	7.7	0.8	8.8	0.8
Alberta	435	1.2	459	1.2	25.0	2.6	27.2	2.5
British Columbia and Yukon Territory	3,369	9.4	3,686	9.9	150.0	15.6	163.1	15.1
Canada	35,766	100.0	37,153	100.0	961.3	100.0	1,081.9	100.0

¹ Subject to revision.

² Entering mainly through ports in New Brunswick.

Source: Expenditure data based on sample questionnaire surveys.

TABLE 21. Region of Origin of United States Visitors¹ Entering Canada, 1969 and 1970

Region of origin	Thousands of visits		Percentage of totals	
	1969	1970	1969	1970
New England	1,582	2,273	12.3	16.1
Middle Atlantic	3,570	3,462	27.8	24.5
South Atlantic	508	615	4.0	4.4
East North Central	3,832	3,694	29.9	26.2
West North Central	872	1,189	6.8	8.4
East South Central	116	109	0.9	0.8
West South Central	147	190	1.1	1.3
Mountain	303	372	2.4	2.6
Pacific	1,778	2,146	13.9	15.2
Other remaining states	118	76	0.9	0.5
Totals	12,826	14,126	100.0	100.0

¹ Excludes United States visitors entering and leaving by automobile on the same day, in transit traffic and "other travellers".

Source: Detail based on sample questionnaire surveys.

TABLE 22. United States Automobiles in Canada for One or More Nights, classified by Region of Origin, 1967 - 70

Region of origin	1967	1968	1969	1970
	thousands			
New England	584.9	533.2	493.6	663.1
Middle Atlantic	1,228.3	1,037.0	1,047.4	1,073.0
South Atlantic	227.6	117.5	137.2	163.0
East North Central	1,226.4	1,046.6	1,120.3	1,150.4
West North Central	293.5	232.8	257.0	279.9
East South Central	42.5	15.9	26.0	24.6
West South Central	46.8	27.7	28.6	33.7
Mountain	79.3	72.4	82.5	95.0
Pacific	442.0	432.7	491.0	523.5
Other remaining states	28.0	24.6	24.8	23.2
Totals	4,199.3	3,540.4	3,708.4	4,029.4

Source: Detail based on sample questionnaire surveys.

TABLE 23. Province of Main Destination of United States Visitors¹ Entering Canada, 1969 and 1970

Province of destination	Thousands of visits		Percentage of totals	
	1969	1970	1969	1970
Atlantic Provinces	593	814	4.6	5.8
Quebec	3,184	3,431	24.8	24.3
Ontario	6,025	6,219	47.0	44.0
Manitoba	349	664	2.7	4.7
Saskatchewan	130	146	1.0	1.0
Alberta	443	560	3.5	4.0
British Columbia ²	1,668	1,791	13.0	12.7
Touring ³	434	501	3.4	3.5
Canada	12,826	14,126	100.0	100.0

¹ Excludes United States visitors entering and leaving by automobile on the same day, in transit traffic and "other travellers".

² Includes the Yukon and Northwest Territories.

³ Persons with no particular destination and persons travelling to and from Alaska.

Source: Detail based on sample questionnaire surveys.

TABLE 24. United States Automobiles¹ in Canada for One or More Nights, classified by Region of Origin and Province of Main Destination, 1970

Region of origin	Province of destination							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia ²	Total
Number of automobiles								
New England	147,200	397,000	98,800	600	200	1,100	2,200	647,100
Middle Atlantic	62,900	328,200	649,300	800	200	5,000	5,500	1,051,900
South Atlantic	15,800	42,700	87,500	1,600	400	3,400	4,300	155,700
East North Central	17,500	75,000	984,600	12,000	5,200	16,100	10,100	1,120,500
West North Central	3,000	9,100	127,300	84,400	16,400	17,600	10,600	268,400
East South Central	800	5,400	12,400	1,100	200	900	800	21,600
West South Central	1,300	6,100	8,500	3,200	500	6,000	4,400	30,000
Mountain	300	3,200	13,800	3,300	7,700	27,500	33,600	89,400
Pacific	2,200	10,200	21,900	2,500	3,700	52,500	399,600	492,600
Other states	—	100	400	—	—	1,700	9,100	11,300
Totals	251,000	877,000	2,004,500	109,500	34,500	131,800	480,200	3,888,500
Percentage of totals								
New England	22.7	61.4	15.3	0.1	—	0.2	0.3	100.0
Middle Atlantic	6.0	31.2	61.7	0.1	—	0.5	0.5	100.0
South Atlantic	10.1	27.4	56.2	1.0	0.3	2.2	2.8	100.0
East North Central	1.5	6.7	87.9	1.1	0.5	1.4	0.9	100.0
West North Central	1.1	3.4	47.4	31.4	6.1	6.6	4.0	100.0
East South Central	3.7	25.0	57.4	5.1	0.9	4.2	3.7	100.0
West South Central	4.3	20.3	28.3	10.7	1.7	20.0	14.7	100.0
Mountain	0.3	3.6	15.4	3.7	8.6	30.8	37.6	100.0
Pacific	0.4	2.1	4.4	0.5	0.8	10.7	81.1	100.0
Other states	—	0.9	3.5	—	—	15.1	80.5	100.0
Totals	6.5	22.6	51.5	2.8	0.9	3.4	12.3	100.0

¹ Excludes automobiles travelling to or from Alaska and those indicating three or more provinces of main destination.

² Includes destinations in the Yukon and Northwest Territories.

Source: Detail based on sample questionnaire surveys.

TABLE 25. United States Visitors Entering Canada, classified by Purpose of Trip and Type of Transportation, 1970

Purpose of trip	Automobile		Non- automobile ¹	Totals
	Entering and leaving same day	One or more nights in Canada		
	Thousands of persons			
Employed in Canada and other business	2,282.6	293.5	783.3	3,359.4
Visiting friends or relatives	4,109.6	2,434.0	491.6	7,035.2
Other recreation	10,092.9	7,522.3	1,554.8	19,170.0
Other purposes	4,318.9	594.3	78.0	4,991.2
Three or more purposes	—	370.3	4.4	374.7
Totals	20,804.0	11,214.4	2,912.1	34,930.5
	Percentages			
Employed in Canada and other business	11.0	2.6	26.9	9.6
Visiting friends or relatives	19.7	21.7	16.9	20.1
Other recreation	48.5	67.1	53.4	54.9
Other purposes	20.8	5.3	2.7	14.3
Three or more purposes	—	3.3	0.1	1.1
Totals	100.0	100.0	100.0	100.0

¹ Excludes in transit traffic and "other travellers".

Source: Detail based on sample questionnaire surveys.

TABLE 26. United States Motorists¹ in Canada for One or More Nights, classified by Type of Lodging and Province of Main Destination, 1969 and 1970

Principal type of lodging	Province of destination			
	Atlantic Provinces	Quebec	Ontario	Manitoba
1969				
	Number of persons			
Camping or house trailer	134,200	216,600	788,700	49,000
Cottage	29,300	65,700	862,900	12,300
Resort, hotel or motel	184,600	1,646,900	2,320,900	154,800
Home of friends or relatives	153,600	492,000	723,000	56,500
Other types of lodging	17,500	82,400	117,700	5,000
Two or more types of lodging	21,100	33,700	60,200	6,700
Totals	540,300	2,537,300	4,873,400	284,300
	Percentages			
Camping or house trailer	24.9	8.5	16.2	17.2
Cottage	5.4	2.6	17.7	4.3
Resort, hotel or motel	34.2	64.9	47.6	54.4
Home of friends or relatives	28.4	19.4	14.9	19.9
Other types of lodging	3.2	3.3	2.4	1.8
Two or more types of lodging	3.9	1.3	1.2	2.4
Totals	100.0	100.0	100.0	100.0
	Province of destination			
	Saskatchewan	Alberta	British Columbia ²	Total
	Number of persons			
Camping or house trailer	19,000	125,400	315,300	1,648,200
Cottage	4,100	3,300	27,900	1,005,500
Resort, hotel or motel	42,100	154,900	612,000	5,116,200
Home of friends or relatives	41,500	41,900	207,500	1,716,000
Other types of lodging	4,800	4,800	31,300	263,500
Two or more types of lodging	2,000	13,200	28,600	165,500
Totals	113,500	343,500	1,222,600	9,914,900
	Percentages			
Camping or house trailer	16.7	36.5	25.8	16.6
Cottage	3.6	1.0	2.3	10.1
Resort, hotel or motel	37.1	45.1	50.0	51.6
Home of friends or relatives	36.6	12.2	17.0	17.3
Other types of lodging	4.2	1.4	2.6	2.7
Two or more types of lodging	1.8	3.8	2.3	1.7
Totals	100.0	100.0	100.0	100.0

¹ Excludes motorists travelling to and from Alaska and those indicating three or more provinces of main destination.

² Includes destinations in the Yukon and Northwest Territories.

Source: Detail based on sample questionnaire surveys.

TABLE 26. United States Motorists¹ in Canada for One or More Nights, classified by Type of Lodging and Province of Main Destination, 1969 and 1970 - Concluded

Principal type of lodging	Province of destination			
	Atlantic Provinces	Quebec	Ontario	Manitoba
Number of persons				
1970				
Camping or house trailer	162,400	227,000	913,200	69,800
Cottage	33,000	53,100	799,800	17,600
Resort, hotel or motel	267,700	1,708,200	2,486,500	185,100
Home of friends or relatives	194,200	537,500	931,400	64,000
Other types of lodging	17,200	80,100	152,200	5,300
Two or more types of lodging	39,800	48,000	73,000	6,000
Totals	714,300	2,653,900	5,356,100	347,800
Percentages				
Camping or house trailer	22.7	8.6	17.1	20.1
Cottage	4.6	2.0	14.9	5.1
Resort, hotel or motel	37.5	64.4	46.4	53.2
Home of friends or relatives	27.2	20.2	17.4	18.4
Other types of lodging	2.4	3.0	2.8	1.5
Two or more types of lodging	5.6	1.8	1.4	1.7
Totals	100.0	100.0	100.0	100.0
Province of destination				
	Saskatchewan	Alberta	British Columbia ²	Total
Number of persons				
Camping or house trailer	20,500	142,900	343,400	1,879,200
Cottage	4,500	5,300	24,900	938,200
Resort, hotel or motel	39,700	173,600	661,000	5,521,800
Home of friends or relatives	38,800	42,900	200,100	2,008,900
Other types of lodging	2,500	4,600	23,900	285,800
Two or more types of lodging	2,200	12,800	33,900	215,700
Totals	108,200	382,100	1,287,200	10,849,600
Percentages				
Camping or house trailer	18.9	37.4	26.7	17.3
Cottage	4.2	1.4	1.9	8.7
Resort, hotel or motel	36.7	45.4	51.4	50.9
Home of friends or relatives	35.9	11.2	15.5	18.5
Other types of lodging	2.3	1.2	1.9	2.6
Two or more types of lodging	2.0	3.4	2.6	2.0
Totals	100.0	100.0	100.0	100.0

¹ Excludes motorists travelling to and from Alaska and those indicating three or more provinces of main destination.

² Includes destinations in the Yukon and Northwest Territories.

Source: Detail based on sample questionnaire surveys.

TABLE 27. Number and Expenditures of United States Visitors Entering Canada classified by Length of Stay, 1970

Estimated days stay in Canada	Number of persons	Per cent of total persons	Number of person days	Average stay per person (days)	Estimated expenditure ¹	Average expenditure per person	Average expenditure per person per day
					\$'000	\$	\$
	Automobile						
1 ² day	20,804,000	65.0	20,804,000	1.0	104,500	5.00	5.00
2 days	2,536,300	7.9	5,072,600	2.0	51,469	20.30	10.10
3- 7 days	6,506,900	20.3	27,679,000	4.3	308,310	47.40	11.10
8-14 "	1,710,000	5.3	16,658,900	9.7	164,485	96.20	9.90
15-21 "	287,900	1.0	4,848,400	16.8	41,511	144.20	8.60
22 days and over	173,300	0.5	10,540,600	60.8	62,029	357.90	5.90
Totals	32,018,400	100.0	85,603,500	2.7	732,304	22.90	8.60
	Non-automobile ³						
1 ² day	478,100	16.4	478,100	1.0	5,747	12.00	12.00
2 days	369,000	12.7	737,700	2.0	19,357	52.50	26.20
3- 7 days	1,388,300	47.7	6,240,900	4.5	156,535	112.80	25.10
8-14 "	558,500	19.2	5,284,300	9.5	118,973	213.00	22.50
15-21 "	69,800	2.4	1,198,600	17.2	17,486	250.50	14.60
22 days and over	48,400	1.6	1,629,200	33.7	12,202	252.10	7.50
Totals	2,912,100	100.0	15,568,800	5.3	330,300	113.40	21.20
	Totals						
1 ² day	21,282,100	60.9	21,282,100	1.0	110,247	5.20	5.20
2 days	2,905,300	8.3	5,810,300	2.0	70,826	24.40	12.20
3- 7 days	7,895,200	22.6	33,919,900	4.3	464,845	58.90	13.70
8-14 "	2,268,500	6.5	21,943,200	9.7	283,458	125.00	12.90
15-21 "	357,700	1.0	6,047,000	16.9	58,997	164.90	9.80
22 days and over	221,700	0.7	12,169,800	54.9	74,231	334.80	6.10
Totals	34,930,500	100.0	101,172,300	2.9	1,062,604	30.40	10.50

¹ Subject to revision and includes international transportation fares paid to Canadian carriers.

² Persons entering and leaving on the same day.

³ Excludes visitors in transit and "other travellers" but includes private plane and boat traffic

Source: Detail based on sample questionnaire surveys.

TABLE 28. Number of United States Automobiles and Persons Entering Canada classified by Length of Visit and Province of Exit, 1970¹

Estimated days stay	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia and Yukon Territory	Canada
Number of automobiles								
1 ² day	1,304,000	870,000	5,520,300	156,200	52,600	48,300	552,800	8,504,200
2 days	41,300	144,600	655,700	30,900	5,000	8,800	97,900	984,200
3 "	42,100	208,300	458,900	29,000	5,600	13,800	120,500	878,200
4 "	38,100	143,300	307,100	14,300	4,500	8,500	92,400	608,200
5 "	34,000	76,500	176,600	7,000	5,600	7,700	58,100	365,500
6 "	28,100	45,900	103,500	5,000	3,700	6,900	47,800	240,900
7 "	21,000	36,700	86,400	6,400	2,300	5,700	33,100	191,600
8-10 days	44,900	42,600	218,800	11,000	7,900	14,300	65,100	404,600
11-14 "	38,000	10,400	76,500	7,200	4,300	6,900	34,800	178,100
15-21 "	24,200	6,800	44,300	4,000	2,300	3,300	20,900	105,800
22 days and over	9,300	4,200	37,200	3,900	900	1,400	15,400	72,300
Totals	1,625,000	1,589,300	7,685,300	274,900	94,700	125,600	1,138,800	12,533,600
Number of persons								
1 ² day	3,135,400	2,479,500	12,992,100	445,800	141,400	125,200	1,484,600	20,804,000
2 days	109,300	436,400	1,603,200	93,500	14,400	24,500	255,000	2,536,300
3 "	116,900	651,600	1,212,800	90,800	19,400	40,700	320,500	2,452,700
4 "	118,300	446,200	853,700	48,100	14,900	23,800	250,100	1,755,100
5 "	105,700	236,200	487,400	22,000	16,400	23,800	167,200	1,058,700
6 "	76,500	136,400	287,900	15,000	11,100	20,600	131,900	679,400
7 "	60,000	107,700	253,800	20,600	7,300	15,900	95,700	561,000
8-10 days	125,400	126,000	692,200	32,500	23,000	42,200	173,500	1,214,800
11-14 "	99,300	34,800	217,500	20,600	14,500	17,900	90,600	495,200
15-21 "	64,500	18,000	128,700	10,700	6,400	9,700	50,000	288,000
22 days and over	26,000	9,100	86,300	7,800	2,100	3,600	38,300	173,200
Totals	4,037,300	4,681,900	18,815,600	807,400	270,900	347,900	3,057,400	32,018,400

¹ Subject to revision.

² Entering and leaving on the same day.

Source: Detail based on sample questionnaire surveys.

OVERSEAS VISITORS TO CANADA

TABLE 29. Expenditures on Travel¹ by Visitors from Overseas Countries,² 1966 - 70

Area of residence	1966	1967	1968	1969	1970 ³
millions of dollars					
United Kingdom	39	40	23	29	44
Other sterling areas	12	18	13	18	23
Other OECD in Europe	36	58	32	40	53
All other countries	23	38	19	26	32
Totals	110	154	87	113	152

¹ Includes international transportation fares.

² Excludes Hawaii.

³ Subject to revision.

Source: Questionnaire surveys.

TABLE 30. Number and Expenditures¹ of Overseas Visitors in Canada, 1968 - 70

		1968	1969	1970
Number of visits	'000	362	463	536
Expenditure	\$'000,000	55	80	103
Average trip expenditure	\$	152	173	192
Average daily expenditure	\$	7	8	9

¹ Excludes international transportation fares.

Source: Number of visits - frontier count. Expenditure data - sample questionnaire surveys.

TABLE 31. Visitors from Overseas Countries Entering Canada¹ at Principal Ports of Entry, Quarterly, 1969 and 1970

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
1969					
Selected ports:					
Gander, Nfld.	212	649	1,461	619	2,941
Halifax, N.S. ²	718	764	1,457	535	3,474
Lacolle, Que.	1,183	4,127	11,449	3,492	20,251
Montreal Airport, Que.	16,558	37,263	52,508	27,745	134,074
Philipsburg, Que.	456	1,256	3,554	409	5,675
Quebec, Que.	88	3,513	3,725	2,270	9,596
Fort Erie, Ont.	944	4,532	8,752	2,377	16,605
Niagara Falls, Ont.	701	6,204	12,743	1,875	21,523
Sarnia, Ont.	254	1,071	1,398	694	3,417
Toronto Airport, Ont.	10,224	38,880	77,037	23,023	149,164
Windsor Ont.	905	2,419	4,048	1,223	8,595
Winnipeg Airport, Man.	301	1,075	1,639	634	3,649
Edmonton, Alta.	433	2,227	4,002	659	7,327
Pacific Highway, B.C.	731	2,118	5,626	1,393	9,868
Vancouver Airport, B.C.	3,473	11,464	14,298	6,126	35,361
Totals	37,181	117,562	203,703	73,074	431,520
All other ports	2,483	8,829	15,622	4,729	31,663
Grand totals	39,664	126,391	219,325	77,803	463,183

See footnote(s) at end of table.

TABLE 31. Visitors from Overseas Countries Entering Canada¹ at Principal Ports of Entry, Quarterly, 1969 and 1970 - Concluded

Port of entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
1970					
Selected ports:					
Gander, Nfld.	425	970	1,721	709	3,825
Halifax, N.S. ²	447	1,130	1,382	657	3,616
Lacolle, Que.	2,016	4,737	14,102	3,167	24,022
Montreal Airport, Que.	20,147	42,502	54,818	28,813	146,280
Philipsburg, Que.	443	846	1,885	1,169	4,343
Quebec, Que.	56	2,861	3,163	1,849	7,929
Fort Erie, Ont.	1,981	4,750	11,455	2,872	21,058
Niagara Falls, Ont.	1,056	5,885	13,384	2,533	22,858
Samia, Ont.	277	1,313	1,672	806	4,068
Toronto Airport, Ont.	15,832	52,189	87,836	27,878	183,735
Windsor, Ont.	740	1,994	4,076	1,569	8,379
Winnipeg Airport, Man.	503	1,947	1,830	710	4,990
Edmonton, Alta.	646	3,237	4,803	1,181	9,867
Pacific Highway, B.C.	1,115	3,018	6,251	1,645	12,029
Vancouver Airport, B.C.	4,778	15,195	20,225	7,751	47,949
Totals	50,462	142,574	228,603	83,309	504,948
All other ports	2,554	9,101	14,577	4,352	30,584
Grand totals	53,016	151,675	243,180	87,661	535,532

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

² Includes entries by plane and ship.

Source: Frontier count.

TABLE 32. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence, Quarterly, 1970

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Europe:					
Austria	341	1,193	1,758	623	3,915
Azores	1,159	1,947	336	78	3,520
Belgium	591	1,369	4,115	897	6,972
Bulgaria	11	96	24	21	152
Czechoslovakia	189	544	511	166	1,410
Denmark	542	2,370	2,397	959	6,268
Finland	319	1,486	995	437	3,237
France	4,010	8,395	18,987	5,523	36,915
Germany, Federal Republic of	3,427	12,074	19,727	6,033	41,261
Greece	1,741	2,281	2,568	2,363	8,953
Hungary	221	1,378	976	466	3,041
Ireland (Eire)	462	1,032	1,905	886	4,285
Italy	2,738	5,445	6,745	3,649	18,577
Malta	18	46	630	32	726
Netherlands, The	1,477	9,603	13,643	3,273	27,996
Norway	784	1,832	1,657	1,105	5,378
Poland	185	2,649	2,395	2,432	7,661
Portugal	711	1,324	1,163	717	3,915
Rumania	86	114	122	91	413
Spain	885	1,378	1,148	1,101	4,512
Sweden	928	2,327	2,174	1,366	6,795
Switzerland	1,093	2,497	3,626	1,716	8,932
United Kingdom	10,609	43,357	83,893	19,877	157,736
U.S.S.R.	194	479	475	281	1,429
Yugoslavia	332	964	1,346	753	3,395
Other	64	190	321	200	775
Totals	33,117	106,370	173,637	55,045	368,169

See footnote(s) at end of table.

TABLE 32. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence, Quarterly, 1970 - Concluded

Country of residence	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Africa:					
Algeria	20	35	105	42	202
Egypt	115	388	597	179	1,279
Rhodesia	22	55	62	28	167
South Africa	460	1,356	1,407	741	3,964
Other	470	1,210	2,155	848	4,683
Totals	1,087	3,044	4,326	1,838	10,295
Asia:					
Ceylon	17	66	86	35	204
China	28	34	64	23	149
Hong Kong	807	1,381	2,323	1,433	5,944
India	1,165	2,603	3,438	2,222	9,428
Israel	717	1,687	2,821	1,028	6,253
Japan	2,867	5,617	9,136	4,391	22,011
Korea, South	147	289	349	246	1,031
Lebanon	182	402	591	302	1,477
Pakistan	155	413	560	374	1,502
Philippines	307	967	1,025	572	2,871
Syria	38	49	93	29	209
Taiwan	178	390	526	427	1,521
Turkey	135	483	355	207	1,180
Other	618	1,453	2,198	972	5,241
Totals	7,361	15,834	23,565	12,261	59,021
North America and Caribbean:					
Antigua	52	142	207	105	506
Bahamas	229	515	961	381	2,086
Barbados	275	668	1,471	483	2,897
Bermuda	526	783	2,280	876	4,465
Cuba	77	98	82	39	296
Haiti	275	486	1,473	505	2,739
Jamaica	1,252	3,043	4,966	2,156	11,417
Mexico	1,141	2,795	5,095	1,651	10,682
Trinidad and Tobago	848	1,830	4,329	1,408	8,415
Other	679	1,466	2,467	1,145	5,757
Totals	5,354	11,826	23,331	8,749	49,260
South America:					
Argentina	554	936	1,176	534	3,200
Brazil	504	1,220	1,741	666	4,131
Colombia	199	517	899	357	1,972
Guyana	426	763	1,583	974	3,746
Venezuela	324	737	1,334	555	2,950
Other	1,275	2,378	2,743	2,101	8,497
Totals	3,282	6,551	9,476	5,187	24,496
Oceania:					
Australia	1,971	5,614	6,064	3,352	17,001
New Zealand	624	2,145	2,448	976	6,193
Other	220	291	333	253	1,097
Totals	2,815	8,050	8,845	4,581	24,291
Grand totals	53,016	151,675	243,180	87,661	535,532

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

Source: Frontier count.

TABLE 33. Visitors¹ from Overseas Countries, classified by Country of Residence and Province of Entry, 1970²

Country of residence	Atlantic Provinces	Quebec	Ontario	Manitoba and Saskat- chewan	Alberta	British Columbia	Canada
Europe:							
Austria.....	44	1,696	1,647	35	183	310	3,915
Azores.....	1	1,351	2,159	2	2	5	3,520
Belgium.....	69	3,998	2,565	20	137	183	6,972
Bulgaria.....	—	114	38	—	—	—	152
Czechoslovakia.....	181	834	310	6	29	50	1,410
Denmark.....	181	2,175	1,850	224	894	944	6,268
Finland.....	223	644	1,841	49	61	419	3,237
France.....	571	29,469	4,880	177	542	1,276	36,915
Germany, Federal Republic of.....	724	13,350	19,823	691	3,057	3,616	41,261
Greece.....	438	5,911	2,078	40	41	445	8,953
Hungary.....	9	1,422	1,243	8	218	141	3,041
Ireland (Eire).....	110	2,345	1,574	22	50	184	4,285
Italy.....	224	10,710	6,849	58	325	411	18,577
Malta.....	1	46	651	1	5	22	726
Netherlands, The.....	380	5,989	15,140	70	2,885	3,532	27,996
Norway.....	334	2,332	549	134	199	1,830	5,378
Poland.....	47	5,469	2,073	18	35	19	7,661
Portugal.....	171	2,496	1,155	7	11	75	3,915
Rumania.....	23	279	103	2	3	3	4,413
Spain.....	357	3,168	626	17	109	235	4,512
Sweden.....	205	3,092	2,102	153	208	1,035	6,795
Switzerland.....	97	5,480	2,306	70	246	733	8,932
United Kingdom.....	4,541	32,157	95,817	2,919	5,363	16,939	157,736
U.S.S.R.....	40	1,224	125	16	5	19	1,429
Yugoslavia.....	30	1,150	1,977	19	42	177	3,395
Other.....	44	310	345	10	12	54	775
Totals.....	9,045	137,211	169,826	4,768	14,662	32,657	368,169
Africa:							
Algeria.....	1	177	15	2	—	7	202
Egypt.....	16	1,029	204	15	4	11	1,279
Rhodesia.....	7	55	58	8	10	29	167
South Africa.....	80	1,241	1,958	63	92	530	3,964
Other.....	99	2,942	1,225	74	43	300	4,683
Totals.....	203	5,444	3,460	162	149	877	10,295
Asia:							
Ceylon.....	3	74	101	9	3	14	204
China.....	—	35	64	2	—	48	149
Hong Kong.....	86	918	2,002	62	34	2,842	5,944
India.....	205	2,953	3,977	159	175	1,959	9,428
Israel.....	54	3,769	2,195	38	27	170	6,253
Japan.....	199	4,618	7,025	169	312	9,688	22,011
Korea, South.....	5	258	472	6	5	285	1,031
Lebanon.....	22	1,102	312	9	7	25	1,477
Pakistan.....	23	723	666	12	16	62	1,502
Philippines.....	25	692	1,172	30	15	937	2,871
Syria.....	3	117	78	4	3	4	209
Taiwan.....	30	322	759	19	9	382	1,521
Turkey.....	20	795	335	—	11	19	1,180
Other.....	60	2,023	1,901	50	48	1,159	5,241
Totals.....	735	18,399	21,059	569	665	17,594	59,021
North America and Caribbean:							
Antigua.....	10	138	355	—	—	3	506
Bahamas.....	18	474	1,524	1	3	66	2,086
Barbados.....	18	1,071	1,777	2	—	29	2,897
Bermuda.....	252	1,240	2,905	3	5	60	4,465
Cuba.....	88	125	62	—	—	21	296
Haiti.....	4	1,583	1,139	3	—	10	2,739
Jamaica.....	44	1,099	10,156	12	3	103	11,417
Mexico.....	45	3,570	4,184	175	285	2,423	10,682
Trinidad and Tobago.....	62	2,129	6,041	40	6	137	8,415
Other.....	203	2,444	2,475	38	47	550	5,757
Totals.....	744	13,873	30,618	274	349	3,402	49,260

See footnote(s) at end of table.

TABLE 33. Visitors¹ from Overseas Countries, classified by Country of Residence and Province of Entry, 1970² - Concluded

Country of residence	Atlantic Provinces	Quebec	Ontario	Manitoba and Saskatchewan	Alberta	British Columbia	Canada
South America:							
Argentina	13	1,331	1,442	18	33	363	3,200
Brazil	20	1,649	2,159	28	10	265	4,131
Colombia	21	948	859	16	2	126	1,972
Guyana	22	625	3,026	40	5	28	3,746
Venezuela	12	1,551	1,218	9	43	117	2,950
Other	73	2,545	3,895	109	128	1,747	8,497
Totals	161	8,649	12,599	220	221	2,646	24,496
Oceania:							
Australia	185	3,685	6,018	263	573	6,277	17,001
New Zealand	65	1,042	1,882	86	191	2,927	6,193
Other	17	115	172	14	45	734	1,097
Totals	267	4,842	8,072	363	809	9,938	24,291
Grand totals	11,155	188,418	245,634	6,356	16,855	67,114	535,532

¹ Entries direct and via the United States. Excludes most persons in transit or in Canada for less than 24 hours.

² Comparable data not available for 1969.

Source: Frontier count.

TABLE 34. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence and Immigration Category, 1970

Country of residence	Tourists and visitors	Temporary and seasonal workers	In transit	Entertainers	Seamen	Other	Total
Europe:							
Austria	3,235	477	106	61	32	4	3,915
Azores	3,493	8	12	1	1	5	3,520
Belgium	5,276	1,264	348	37	44	3	6,972
Bulgaria	44	60	—	46	2	—	152
Czechoslovakia	803	297	43	59	206	2	1,410
Denmark	4,792	786	291	50	349	—	6,268
Finland	2,505	528	112	7	83	2	3,237
France	27,657	7,131	1,382	384	338	23	36,915
Germany, Federal Republic of	33,376	5,515	1,311	207	848	4	41,261
Greece	6,505	252	126	145	1,920	5	8,953
Hungary	2,743	175	74	47	1	1	3,041
Ireland (Eire)	3,489	494	92	65	137	8	4,285
Italy	15,375	2,049	402	186	539	26	18,577
Malta	632	4	87	—	2	1	726
Netherlands, The	23,925	2,111	1,245	304	404	7	27,996
Norway	2,190	807	228	8	2,144	1	5,378
Poland	2,018	154	5,309	121	53	6	7,661
Portugal	3,379	215	76	50	189	6	3,915
Rumania	261	73	28	18	33	—	413
Spain	2,476	648	660	43	680	5	4,512
Sweden	4,192	1,921	259	28	394	1	6,795
Switzerland	6,744	1,671	417	50	49	1	8,932
United Kingdom	131,968	17,698	4,805	473	2,736	56	157,736
U.S.S.R.	774	169	166	246	74	—	1,429
Yugoslavia	2,368	257	407	99	259	5	3,395
Other	644	98	18	6	9	—	775
Totals	290,864	44,862	18,004	2,741	11,526	172	368,169

See footnote(s) at end of table.

TABLE 34. Visitors¹ from Overseas Countries, classified by Principal Countries of Residence and Immigration Category, 1970 - Concluded

Country of residence	Tourists and visitors	Temporary and seasonal workers	In transit	Entertainers	Seamen	Other	Total
Africa:							
Algeria	144	53	5	—	—	—	202
Egypt	1,175	35	19	24	26	—	1,279
Rhodesia	151	13	3	—	—	—	167
South Africa	3,253	636	49	15	8	3	3,964
Other	4,023	489	84	18	56	13	4,683
Totals	8,746	1,226	160	57	90	16	10,295
Asia:							
Ceylon	170	25	4	—	5	—	204
China	123	15	2	—	9	—	149
Hong Kong	5,292	273	88	7	252	32	5,944
India	8,318	755	130	43	164	18	9,428
Israel	5,589	508	72	41	36	7	6,253
Japan	12,599	8,442	815	58	88	9	22,011
Korea, South	752	170	68	16	22	3	1,031
Lebanon	1,272	136	45	9	9	6	1,477
Pakistan	1,176	252	19	—	55	—	1,502
Philippines	2,570	148	65	22	54	12	2,871
Syria	175	12	11	—	11	—	209
Taiwan	1,294	145	36	1	36	9	1,521
Turkey	1,026	111	18	3	19	3	1,180
Other	4,600	483	104	5	48	1	5,241
Totals	44,956	11,475	1,477	205	808	100	59,021
North America and Caribbean:							
Antigua	461	31	13	—	1	—	506
Bahamas	1,809	233	44	—	—	—	2,086
Barbados	2,303	469	27	25	67	6	2,897
Bermuda	4,103	269	47	22	6	18	4,465
Cuba	101	111	34	15	34	1	296
Haiti	2,665	39	11	20	2	2	2,739
Jamaica	10,153	1,124	106	12	18	4	11,417
Mexico	8,814	735	987	123	20	3	10,682
Trinidad and Tobago	7,681	617	64	40	10	3	8,415
Other	5,007	328	188	44	186	4	5,757
Totals	43,097	3,956	1,521	301	344	41	49,260
South America:							
Argentina	2,847	255	69	13	11	5	3,200
Brazil	3,626	432	33	20	12	8	4,131
Colombia	1,792	128	31	1	16	4	1,972
Guyana	3,564	134	34	2	7	5	3,746
Venezuela	2,715	182	33	12	6	2	2,950
Other	7,728	432	266	4	56	11	8,497
Totals	22,272	1,563	466	52	108	35	24,496
Oceania:							
Australia	13,855	2,609	404	69	43	21	17,001
New Zealand	5,133	547	350	140	18	5	6,193
Other	1,000	31	24	39	3	—	1,097
Totals	19,988	3,187	778	248	64	26	24,291
Grand totals	429,923	66,269	22,406	3,604	12,940	390	535,532

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours.

Source: Frontier count.

TABLE 35. Number and Expenditures¹ of Visitors from Overseas Countries, classified by Province of Destination, 1969 and 1970

Province of destination	Visitors		Expenditures	
	1969	1970	1969	1970
	number		thousands of dollars	
Atlantic Provinces	11,400	13,000	2,178	2,700
Quebec	133,600	151,400	24,471	29,082
Ontario	193,900	228,000	30,688	42,427
Manitoba	6,900	9,000	1,221	2,008
Saskatchewan	3,300	3,800	458	839
Alberta	18,400	20,300	3,083	4,195
British Columbia ²	60,600	65,400	10,764	13,168
Touring ³	35,100	44,600	6,802	8,929
Totals	463,200	535,500	79,665	103,348

¹ Excludes international transportation fares.

² Includes destinations in the Yukon and Northwest Territories.

³ Persons stating two or more provinces of destination.

Note: Expenditures are coded to province of main destination and may not all have been spent in that province.

Source: Detail based on sample questionnaire surveys.

TABLE 36. Visitors¹ from Overseas Countries, classified by Area of Residence and by Province of Destination, 1970

Area of residence	Atlantic Provinces	Quebec	Ontario	Manitoba and Saskatchewan	Alberta	British Columbia ²	Touring ³	Total
Number of persons								
United Kingdom	4,900	26,100	83,500	5,200	6,900	19,800	11,300	157,700
OECD in Europe, total	5,400	72,000	71,600	4,600	8,800	18,200	12,000	192,600
France	700	27,600	4,200	300	500	1,200	2,400	36,900
Germany, Federal Republic of ...	900	10,400	16,800	2,100	3,200	4,300	3,600	41,300
Netherlands, The	600	4,200	14,800	700	2,200	3,900	1,600	28,000
Scandinavian countries ⁴	1,100	4,900	4,700	500	1,200	4,100	1,900	18,400
Other OECD countries	2,100	24,900	31,100	1,000	1,700	4,700	2,500	68,000
Other sterling areas	1,200	14,000	37,000	1,500	2,200	10,800	7,800	74,500
All other countries	1,500	39,300	35,900	1,500	2,400	16,600	13,500	110,700
Grand totals	13,000	151,400	228,000	12,800	20,300	65,400	44,600	535,500
Percentages								
United Kingdom	3.1	16.5	52.9	3.3	4.4	12.6	7.2	100.0
OECD in Europe, total	2.8	37.4	37.2	2.4	4.6	9.4	6.2	100.0
France	1.9	74.8	11.4	0.8	1.4	3.2	6.5	100.0
Germany, Federal Republic of ...	2.2	25.2	40.7	5.1	7.7	10.4	8.7	100.0
Netherlands, The	2.1	15.0	52.9	2.5	7.9	13.9	5.7	100.0
Scandinavian countries ⁴	6.0	26.6	25.6	2.7	6.5	22.3	10.3	100.0
Other OECD countries	3.1	36.6	45.7	1.5	2.5	6.9	3.7	100.0
Other sterling areas	1.6	18.8	49.6	2.0	3.0	14.5	10.5	100.0
All other countries	1.3	35.5	32.4	1.4	2.2	15.0	12.2	100.0
Grand totals	2.4	28.3	42.6	2.4	3.8	12.2	8.3	100.0

¹ Visitors entering both direct and via the United States.

² Includes destinations in the Yukon and Northwest Territories.

³ Persons stating two or more provinces of destination.

⁴ Denmark, Norway and Sweden.

Source: Detail based on sample questionnaire surveys.

TABLE 37. Length of Stay¹ reported by Visitors² from Overseas Countries, classified by Area of Residence, 1969 and 1970

Area of residence	1969			1970		
	Number of persons	Person — nights in Canada	Average nights stay	Number of persons	Person — nights in Canada	Average nights stay
United Kingdom	143, 600	3, 239, 700	22.6	157, 700	3, 965, 400	25.1
OECD in Europe, totals	161, 700	3, 032, 000	18.8	192, 600	4, 068, 300	21.1
France	32, 500	480, 000	14.8	36, 900	583, 800	15.8
Germany, Federal Republic of	35, 300	771, 900	21.9	41, 300	918, 500	22.2
Netherlands, The	23, 300	660, 300	28.3	28, 000	638, 900	22.8
Scandinavian countries ³	16, 600	254, 500	15.3	18, 400	358, 000	19.5
Other OECD countries.....	54, 000	865, 300	16.0	68, 000	1, 569, 100	23.1
Other sterling areas.....	59, 000	942, 800	16.0	74, 500	1, 038, 200	13.9
All other countries.....	98, 900	1, 751, 000	17.7	110, 700	1, 504, 100	13.6
Grand totals	463, 200	8, 965, 500	19.4	535, 500	10, 576, 000	19.7

¹ Excluding time spent in the United States.

² Visitors entering both direct and via the United States.

³ Denmark, Norway and Sweden.

Source: Detail based on sample questionnaire surveys.

CANADIAN TRAVEL TO THE UNITED STATES

TABLE 38. Canadian Travellers in the United States¹ by Type of Transportation, 1966 - 70

Type of transportation	1966	1967	1968	1969	1970
thousands of visits					
Short-term traffic (entering and leaving same day)					
Automobile	22,495	21,816	22,524	22,934	22,891
Non-automobile:					
Plane	28	33	40	42	52
Bus	21	50	179	95	79
Rail	4	3	--	--	--
Boat	24	36	38	24	22
Other travellers (pedestrians, local bus, etc.)	4,851	2,771	2,687	3,021	2,877
Totals, non-automobile	4,928	2,893	2,944	3,182	3,030
Totals (short-term)	27,423	24,709	25,468	26,116	25,921
Long-term traffic (one or more nights in the United States)					
Automobile	5,763	6,269	6,930	7,349	7,804
Non-automobile:					
Plane	677	759	888	1,159	1,143
Bus	531	527	430	595	599
Rail	172	145	136	115	86
Boat	114	91	96	108	103
Totals, non-automobile	1,494	1,522	1,550	1,977	1,931
Totals (long-term)	7,257	7,791	8,480	9,326	9,735
Grand totals	34,680	32,500	33,948	35,442	35,656

¹ Excludes visits to Hawaii.

Source: Detail based on sample questionnaire surveys.

TABLE 39. Number and Expenditures of Canadian Travellers in the United States, classified by Length of Stay and Type of Transportation, 1969 and 1970

Type of transportation	Number of persons				Estimated expenditures ¹			
	1969		1970		1969		1970	
	Thousands of visits	Per cent of grand total	Thousands of visits	Per cent of grand total	Millions of dollars	Per cent of grand total	Millions of dollars	Per cent of grand total
Short-term traffic (leaving and returning same day)								
Automobile	22,934	65	22,891	64	45.4	5	45.3	5
Non-automobile:								
Plane	42	--	52	--	2.6	--	2.4	--
Bus	95	--	79	--	1.0	--	0.6	--
Rail	--	--	--	--	--	--	--	--
Boat	24	--	22	--	--	--	--	--
Other travellers (pedestrians, local bus, etc.)	3,021	9	2,877	9	7.6	1	6.5	1
Totals, non-automobile	3,182	9	3,030	9	11.2	1	9.5	1
Totals (short-term)	26,116	74	25,921	73	56.6	6	54.8	6
Long-term traffic (one or more nights in the United States)								
Automobile:								
Two or more nights	5,664	16	6,020	17	431.1	51	492.0	55
One night	1,685	5	1,784	5	19.4	2	21.6	3
Totals, automobile	7,349	21	7,804	22	450.5	53	513.6	58
Non-automobile:								
Plane	1,159	3	1,143	3	258.5	30	241.3	27
Bus	595	2	599	2	65.1	8	65.6	8
Rail	115	--	86	--	16.1	2	11.2	1
Boat	108	--	103	--	4.8	1	2.0	--
Totals, non-automobile	1,977	5	1,931	5	344.5	41	320.1	36
Totals (long-term)	9,326	26	9,735	27	795.0	94	833.7	94
Grand totals	35,442	100	35,656	100	851.6	100	888.5	100

¹ Subject to revision, excludes Hawaii and transportation fares paid to United States carriers by Canadians travelling overseas.

Source: Detail based on sample questionnaire surveys.

TABLE 40. Expenditures of Canadian Travellers in the United States,¹ Quarterly, 1969 and 1970²

Type of transportation	First quarter	Second quarter	Third quarter	Fourth quarter	Year
millions of dollars					
1969					
Automobile:					
Two or more nights in United States	85.5	121.6	178.7	45.3	431.1
One night in United States	2.7	4.6	8.9	3.2	19.4
Leaving and returning same day	8.7	11.6	15.1	10.0	45.4
Totals	96.9	137.8	202.7	58.5	495.9
Non-automobile:					
Plane	72.3	78.5	63.0	47.3	261.1
Bus	17.6	15.5	23.5	9.5	66.1
Rail	4.8	4.1	4.3	2.9	16.1
Boat	0.1	1.6	3.0	0.1	4.8
Other travellers (pedestrians, local bus, etc.)	1.6	1.8	2.4	1.8	7.6
Totals	96.4	101.5	96.2	61.6	355.7
Grand totals	193.3	239.3	298.9	120.1	851.6
1970					
Automobile:					
Two or more nights in United States	99.4	126.5	203.3	62.8	492.0
One night in United States	2.8	4.6	10.3	3.9	21.6
Leaving and returning same day	8.0	11.4	16.4	9.5	45.3
Totals	110.2	142.5	230.0	76.2	558.9
Non-automobile:					
Plane	70.5	73.4	53.1	46.7	243.7
Bus	13.8	21.4	19.8	11.2	66.2
Rail	4.2	3.1	2.1	1.8	11.2
Boat	0.1	0.1	1.7	0.1	2.0
Other travellers (pedestrians, local bus, etc.)	1.4	1.7	2.0	1.4	6.5
Totals	90.0	99.7	78.7	61.2	329.6
Grand totals	200.2	242.2	308.7	137.4	888.5

¹ Excludes Hawaii and transportation fares paid to United States carriers by Canadians travelling overseas.

² Subject to revision.

Source: Detail based on sample questionnaire survey.

TABLE 41. Average Expenditure and Length of Stay of Canadian Travellers in the United States, by Type of Transportation, 1968 - 1970

Type of transportation	Average expenditure per person day			Average length of stay per person		
	1968	1969	1970	1968	1969	1970
dollars			days			
Automobile:						
Same day	1.90	2.00	2.00	1.0	1.0	1.0
One or more nights	8.20	8.20	8.70	6.8	7.4	7.6
Totals, automobile	6.20	6.40	6.80	2.4	2.6	2.7
Non-automobile:						
Plane	22.00	20.90	20.00	8.5	10.4	10.2
Bus	11.00	13.10	11.30	7.8	7.3	8.6
Rail	9.90	11.10	12.60	13.8	12.6	10.4
Boat	5.80	7.70	2.50	5.3	4.8	6.6
Other travellers	2.30	2.50	2.30	1.0	1.0	1.0
Totals, non-automobile	14.40	15.70	14.60	4.0	4.4	4.6
Grand totals	7.90	8.50	8.50	2.6	2.8	2.9

Source: Detail based on sample questionnaire survey.

TABLE 42. Numbers of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1966-70

Month	1966	1967	1968	1969	1970
Length of stay — One or more nights in United States					
January	65,757	87,082	83,327	94,547	107,632
February	63,646	80,015	81,989	86,508	95,157
March	84,475	135,203	135,902	140,908	193,873
April	141,353	131,676	150,333	172,584	147,409
May	141,914	156,495	169,698	188,667	201,757
June	158,375	187,744	215,013	224,352	213,995
July	362,874	375,565	455,583	451,197	475,687
August	350,015	338,651	469,999	503,241	516,744
September	192,293	223,616	250,503	234,164	264,351
October	165,067	176,657	205,395	198,403	215,514
November	110,254	115,484	128,311	129,263	133,314
December	103,268	97,236	114,808	117,037	114,267
Totals	1,939,291	2,105,424	2,460,861	2,540,871	2,679,700
Length of stay — Leaving and returning same day					
January	543,775	581,428	531,046	528,366	600,094
February	531,756	529,427	555,575	583,289	586,139
March	613,768	658,714	653,080	743,970	732,361
April	740,304	692,284	708,647	772,993	729,805
May	789,526	754,099	785,766	876,301	877,751
June	819,889	824,302	867,136	947,750	938,026
July	1,062,110	1,032,460	1,149,813	1,072,690	1,093,330
August	930,869	902,118	1,021,992	1,065,761	1,058,455
September	741,838	735,711	827,964	787,990	787,426
October	735,709	703,671	750,074	769,951	759,985
November	615,342	593,985	678,714	669,354	646,744
December	613,220	610,057	606,338	648,966	609,652
Totals	8,738,106	8,618,256	9,136,145¹	9,467,381²	9,419,768³
Commercial vehicles — Trucks					
January	64,131	72,497	72,920	87,591	86,264
February	58,391	64,308	73,501	77,175	85,132
March	58,761	65,516	63,800	81,000	90,112
April	48,727	49,892	61,701	70,475	76,319
May	54,358	55,323	68,402	82,341	82,213
June	61,407	62,851	71,441	89,816	95,114
July	61,998	62,514	74,334	86,754	90,038
August	70,555	68,505	76,338	85,769	84,449
September	69,052	65,249	78,068	90,828	87,565
October	65,224	61,519	81,048	95,086	82,838
November	60,739	63,649	71,234	75,816	73,738
December	63,696	62,850	77,075	81,009	77,569
Totals	737,039	754,673	869,862	1,003,660	1,011,351

¹ Includes 91,977 bicycles and motorcycles and 134,033 taxis.

² Includes 93,612 bicycles and motorcycles and 139,426 taxis.

³ Includes 89,811 bicycles and motorcycles and 133,739 taxis.

Source: Frontier count.

TABLE 43. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by Month of Re-entry into Canada, 1966 - 70

Month	1966	1967	1968	1969	1970
Aeroplane					
January	54,814	76,378	85,674	99,676	112,384
February	54,670	60,067	68,731	84,838	81,679
March	71,622	77,636	88,141	125,511	122,365
April	76,157	79,521	91,198	112,513	114,882
May	61,098	61,122	73,583	91,167	108,255
June	54,277	60,086	67,716	111,467	97,049
July	47,135	56,020	66,798	108,612	96,511
August	54,212	66,152	86,111	108,834	107,477
September	58,648	64,965	81,029	108,843	98,791
October	62,315	68,820	86,853	85,891	90,018
November	52,728	59,417	62,434	77,671	82,696
December	56,864	61,542	69,559	85,845	82,871
Totals	704,540	791,726	927,827	1,200,868	1,194,978
Bus¹					
January	30,016	38,974	38,277	41,106	41,825
February	31,445	33,684	42,228	39,062	42,035
March	31,837	41,087	50,262	54,471	59,580
April	48,492	41,394	45,414	54,048	44,357
May	44,938	49,790	53,209	64,886	66,290
June	69,310	71,403	78,127	99,171	95,505
July	74,567	70,359	72,613	91,946	79,015
August	69,772	71,699	68,854	73,222	73,899
September	44,097	45,451	43,381	43,160	44,175
October	48,885	45,495	47,273	54,106	57,169
November	31,786	35,225	35,988	41,294	38,321
December	26,530	32,843	33,087	33,346	35,461
Totals	551,675	577,404	608,713	689,818	677,632
Rail					
January	16,523	16,458	11,583	11,254	8,116
February	12,193	9,854	7,901	8,973	5,418
March	13,656	14,818	10,450	9,414	8,385
April	17,837	11,614	11,272	10,263	7,154
May	15,455	11,987	9,996	9,445	7,048
June	15,929	10,927	10,072	8,775	6,608
July	20,512	14,036	13,478	12,218	9,253
August	19,816	14,178	18,399	13,112	10,903
September	10,728	12,447	11,783	8,638	7,428
October	12,289	10,504	12,297	8,185	5,525
November	11,602	9,674	8,485	6,830	4,308
December	9,934	11,062	10,694	7,879	5,844
Totals	176,474	147,559	136,410	114,986	85,990
Boat					
January	439	495	607	662	2,583
February	248	364	634	1,426	645
March	413	856	951	286	1,055
April	3,062	1,160	1,364	730	1,957
May	5,212	4,986	5,375	4,691	6,498
June	14,504	17,729	16,061	14,903	13,864
July	45,768	35,750	44,149	41,557	35,101
August	43,325	42,501	43,609	47,733	44,020
September	15,409	13,569	14,869	11,593	13,418
October	4,856	4,612	3,824	3,799	3,320
November	2,543	2,294	1,270	2,173	1,356
December	2,283	2,579	1,926	2,219	1,100
Totals	138,062	126,895	134,639	131,772	124,917

¹ Excludes local bus traffic between border communities.

Source: Frontier count.

TABLE 44. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Province of Re-entry into Canada, 1966-70

Province of re-entry	1966	1967	1968	1969	1970
Length of stay—One or more nights in United States					
Atlantic Provinces	134,400	153,500	162,200	163,800	190,900
Quebec	633,700	627,900	798,900	905,100	964,300
Ontario	745,000	806,900	938,900	869,400	872,500
Manitoba	84,900	117,300	112,300	118,700	133,900
Saskatchewan	31,500	40,300	39,800	41,900	41,400
Alberta	37,700	41,800	45,800	50,200	52,500
British Columbia	270,800	316,100	360,700	389,400	421,900
Yukon Territory	1,300	1,600	2,300	2,400	2,300
Canada	1,939,300	2,105,400	2,460,900	2,540,900	2,679,700
Length of stay—Leaving and returning same day					
Atlantic Provinces	2,061,300	1,999,700	2,072,500	2,005,300	2,009,200
Quebec	1,386,400	1,311,000	1,447,000	1,494,900	1,506,500
Ontario	3,963,800	3,841,300	3,976,700	4,292,900	4,106,100
Manitoba	172,600	189,400	194,500	194,600	191,500
Saskatchewan	86,200	87,700	95,000	89,600	84,200
Alberta	56,300	56,200	63,300	67,000	68,700
British Columbia	1,010,300	1,132,000	1,285,800	1,321,700	1,452,500
Yukon Territory	1,200	1,000	1,300	1,400	1,100
Canada	8,738,100	8,618,300	9,136,100¹	9,467,400²	9,419,800³
Commercial vehicles					
Atlantic Provinces	131,000	131,200	148,900	132,800	141,100
Quebec	175,300	174,900	176,300	202,300	229,400
Ontario	366,100	379,700	457,000	558,300	531,400
Manitoba	22,800	22,400	23,700	25,400	26,000
Saskatchewan	6,800	7,700	13,100	33,100	28,200
Alberta	6,300	6,700	7,100	7,700	9,100
British Columbia	28,300	31,600	43,200	42,500	45,100
Yukon Territory	400	500	600	1,600	1,100
Canada	737,000	754,700	869,900	1,003,700	1,011,400

¹ Includes 92,000 bicycles and motorcycles and 134,000 taxis.

² Includes 93,600 bicycles and motorcycles and 139,400 taxis.

³ Includes 89,800 bicycles and motorcycles and 133,700 taxis.

Source: Frontier count.

TABLE 45. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by Province of Re-entry into Canada, 1966 - 70

Province of re-entry	1966	1967	1968	1969	1970
Aeroplane					
Atlantic Provinces	19,500	23,600	25,300	25,000	29,500
Quebec	207,300	179,600	175,500	329,900	318,700
Ontario	377,800	449,000	555,100	630,300	627,600
Manitoba	18,200	26,500	31,100	43,900	37,000
Saskatch�wan	1,700	1,200	1,100	3,900	2,200
Alberta	16,300	20,400	23,600	36,400	36,800
British Columbia	63,000	90,800	115,200	129,700	141,700
Yukon Territory	700	600	900	1,800	1,500
Canada	704,500	791,700	927,800	1,200,900	1,195,000
Bus ¹					
Atlantic Provinces	12,400	12,100	10,300	10,000	8,300
Quebec	141,500	140,500	150,200	177,000	170,400
Ontario	268,300	290,900	304,500	358,000	346,200
Manitoba	11,100	12,100	12,300	12,500	13,300
Saskatchewan	100	100	—	400	600
Alberta	4,100	3,700	4,900	4,000	3,500
British Columbia	113,900	117,600	125,900	127,400	134,900
Yukon Territory	300	400	600	500	400
Canada	551,700	577,400	608,700	689,800	677,600
Rail					
Atlantic Provinces	500	400	700	900	800
Quebec	57,700	42,000	38,700	34,800	28,300
Ontario	74,400	68,400	66,300	55,300	40,700
Manitoba	14,800	14,300	11,800	9,900	6,400
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	26,500	21,000	17,800	12,700	8,500
Yukon Territory	2,600	1,500	1,100	1,400	1,300
Canada	176,500	147,600	136,400	115,000	86,000
Boat					
Atlantic Provinces	5,100	4,800	5,000	4,300	4,700
Quebec	18,100	17,400	18,200	20,700	16,200
Ontario	95,200	87,800	92,800	86,800	80,800
Manitoba	—	—	—	—	—
Saskatchewan	—	—	—	—	—
Alberta	—	—	—	—	—
British Columbia	19,700	16,900	18,600	20,000	23,200
Yukon Territory	—	—	—	—	—
Canada	138,100	126,900	134,600	131,800	124,900

¹ Excludes local bus traffic between border communities.

Source: Frontier count.

TABLE 46. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1970

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Persons in automobiles — Same day					
Nova Scotia	—	—	—	—	—
New Brunswick	950,764	1,222,875	1,325,571	1,039,946	4,539,156
Quebec	573,253	1,253,329	1,988,043	660,709	4,475,334
Ontario	1,839,714	2,299,904	2,695,046	1,997,513	8,832,177
Manitoba	90,875	142,349	210,692	101,863	545,779
Saskatchewan	48,787	60,555	75,117	55,526	239,985
Alberta	30,816	47,151	62,623	35,109	175,699
British Columbia	855,343	1,111,446	1,409,567	703,509	4,079,865
Yukon Territory	264	681	1,140	406	2,491
Canada	4,389,816	6,138,290	7,767,799	4,594,581	22,890,486
Persons in automobiles — One night					
Nova Scotia	58	471	945	186	1,660
New Brunswick	13,785	24,213	52,181	20,446	110,625
Quebec	67,034	140,802	379,703	83,055	670,594
Ontario	87,865	134,869	209,605	101,688	534,027
Manitoba	13,285	23,127	42,239	14,556	93,207
Saskatchewan	3,158	5,776	7,024	3,684	19,642
Alberta	2,736	6,504	12,167	3,359	24,766
British Columbia	65,213	81,220	129,903	51,396	327,732
Yukon Territory	52	342	903	90	1,387
Canada	253,186	417,324	834,670	278,460	1,783,640
Persons in automobiles — Two or more nights					
Nova Scotia	215	1,395	4,904	1,320	7,834
New Brunswick	50,953	89,751	194,943	91,314	426,961
Quebec	254,555	388,307	1,465,249	309,939	2,418,050
Ontario	313,908	371,220	748,648	356,900	1,790,676
Manitoba	43,744	73,816	159,753	54,374	331,687
Saskatchewan	17,059	22,571	56,837	20,546	117,013
Alberta	18,235	28,385	60,072	17,898	124,590
British Columbia	124,897	188,572	354,657	130,986	799,112
Yukon Territory	191	1,190	3,336	284	5,001
Canada	823,757	1,165,207	3,048,399	983,561	6,020,924

TABLE 46. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1970 - Continued

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Aeroplane					
Newfoundland	15	33	93	16	157
Prince Edward Island	58	135	63	67	323
Nova Scotia	3,656	5,363	7,415	4,010	20,444
New Brunswick	2,345	1,946	2,198	2,118	8,607
Quebec	91,854	89,758	68,843	68,227	318,682
Ontario	155,167	162,694	173,833	135,868	627,562
Manitoba	15,234	10,685	5,941	5,113	36,973
Saskatchewan	1,453	160	370	195	2,178
Alberta	10,202	11,035	7,467	8,101	36,805
British Columbia	36,095	38,168	35,804	31,621	141,688
Yukon Territory	349	209	752	249	1,559
Canada	316,428	320,186	302,779	255,585	1,194,978
Bus					
Nova Scotia	—	—	338	—	338
New Brunswick	1,750	1,662	2,817	1,703	7,932
Quebec	37,317	35,962	71,417	25,728	170,424
Ontario	69,068	128,120	82,186	66,843	346,217
Manitoba	3,696	3,266	3,495	2,892	13,349
Saskatchewan	144	94	313	—	551
Alberta	901	993	1,030	603	3,527
British Columbia	30,563	35,984	35,126	33,182	134,855
Yukon Territory	1	71	367	—	439
Canada	143,440	206,152	197,089	130,951	677,632
Rail					
New Brunswick	104	249	367	74	794
Quebec	6,424	6,155	9,434	6,255	28,268
Ontario	11,918	10,313	12,342	6,099	40,672
Manitoba	1,406	1,474	1,951	1,602	6,433
British Columbia	1,922	2,026	2,976	1,568	8,492
Yukon Territory	145	593	514	79	1,331
Canada	21,919	20,810	27,584	15,677	85,990

TABLE 46. Numbers of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1970 - Concluded

Province of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
Boat					
Newfoundland	—	2	5	6	13
Prince Edward Island	—	317	497	381	1,195
Nova Scotia	—	14	—	—	14
New Brunswick	645	585	1,313	946	3,489
Quebec	—	3,312	12,037	854	16,203
Ontario	12	12,467	66,065	2,262	80,806
British Columbia	3,626	5,622	12,622	1,327	23,197
Yukon Territory	—	—	—	—	—
Canada	4,283	22,319	92,539	5,776	124,917
Other travellers					
Nova Scotia	126	534	1,825	763	3,248
New Brunswick	126,793	148,597	163,478	122,121	560,989
Quebec	95,785	79,780	102,101	74,270	351,936
Ontario	378,581	449,601	468,442	384,175	1,680,799
Manitoba	9,579	12,172	15,095	10,290	47,136
Saskatchewan	13,233	11,840	16,517	13,646	55,236
Alberta	3,309	4,511	8,528	3,438	19,786
British Columbia	34,174	40,088	57,572	25,156	156,990
Yukon Territory	481	244	260	221	1,206
Canada	662,061	747,367	833,818	634,080	2,877,326
Total travellers					
Newfoundland	15	35	98	22	170
Prince Edward Island	58	452	560	448	1,518
Nova Scotia	4,055	7,777	15,427	6,279	33,538
New Brunswick	1,147,139	1,489,878	1,742,868	1,278,668	5,658,553
Quebec	1,126,222	1,997,405	4,096,827	1,229,037	8,449,491
Ontario	2,856,233	3,569,188	4,456,167	3,051,348	13,932,936
Manitoba	177,819	266,889	439,166	190,690	1,074,564
Saskatchewan	83,834	100,996	156,178	93,597	434,605
Alberta	66,199	98,579	151,887	68,508	385,173
British Columbia	1,151,833	1,503,126	2,038,227	978,745	5,671,931
Yukon Territory	1,483	3,330	7,272	1,329	13,414
Canada	6,614,890	9,037,655	13,104,677	6,898,671	35,655,893

Source: Frontier count.

TABLE 47. Number and Expenditure of Canadian Travellers in the United States, classified by Province of Residence, 1969 and 1970

Province of residence	Number of visits ¹				Estimated expenditures ²			
	1969		1970		1969		1970	
	Thousands of visits	Per cent of total	Thousands of visits	Per cent of total	Millions of dollars	Per cent of total	Millions of dollars	Per cent of total
Atlantic Provinces	495	5.2	582	5.9	35.3	4.4	40.0	4.8
Quebec	3,346	35.3	3,463	35.0	225.2	28.2	237.0	28.3
Ontario	3,503	36.9	3,490	35.3	358.7	44.9	365.9	43.7
Manitoba	426	4.5	503	5.1	34.3	4.3	38.8	4.6
Saskatchewan	212	2.2	195	2.0	19.1	2.4	17.5	2.1
Alberta	500	5.3	444	4.5	52.0	6.5	48.4	5.8
British Columbia ³	1,005	10.6	1,211	12.2	74.0	9.3	89.1	10.7
Canada	9,487	100.0	9,888	100.0	798.6	100.0	836.7	100.0

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

² Subject to revision.

³ Includes the Yukon Territory and Northwest Territories.

Source: Detail based on sample questionnaire surveys.

TABLE 48. Canadian Travellers¹ Returning from the United States, classified by Province of Residence and Province of Re-entry, 1970

Province of re-entry	Province of residence							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British ² Columbia	Canada
Number of persons								
Atlantic Provinces	504,100	22,600	61,700	100	—	1,400	400	590,300
Quebec	41,000	3,285,000	271,300	4,700	8,200	4,300	7,800	3,622,300
Ontario	30,400	139,300	3,088,500	90,500	13,600	41,300	16,400	3,420,000
Manitoba	2,400	5,800	30,000	389,100	27,600	19,500	7,200	481,600
Saskatchewan	700	800	9,300	4,900	105,500	13,900	4,300	139,400
Alberta	—	600	3,900	2,600	13,600	161,800	7,200	189,700
British Columbia ²	2,900	9,100	25,000	11,300	26,500	201,900	1,168,100	1,444,800
Canada	581,500	3,463,200	3,489,700	503,200	195,000	444,100	1,211,400	9,888,100
Percentage								
Atlantic Provinces	85.4	3.8	10.5	--	—	0.2	0.1	100.0
Quebec	1.2	90.7	7.5	0.1	0.2	0.1	0.2	100.0
Ontario	0.9	4.1	90.3	2.6	0.4	1.2	0.5	100.0
Manitoba	0.5	1.2	6.2	80.8	5.7	4.1	1.5	100.0
Saskatchewan	0.5	0.6	6.7	3.5	75.7	9.9	3.1	100.0
Alberta	—	0.3	2.0	1.4	7.2	85.3	3.8	100.0
British Columbia ²	0.2	0.6	1.7	0.8	1.8	14.0	80.9	100.0
Canada	5.9	35.0	35.3	5.1	2.0	4.5	12.2	100.0

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

² Includes the Yukon Territory and Northwest Territories.

Source: Detail based on sample questionnaire surveys.

TABLE 49. Destination of Canadian Travellers¹ in the United States, 1970

Region of destination	First quarter	Second quarter	Third quarter	Fourth quarter	Year
	Number of persons				
New England	288,700	483,000	1,437,300	384,900	2,593,900
Middle Atlantic	288,400	495,800	1,306,200	440,600	2,531,000
South Atlantic	381,600	308,100	237,600	124,400	1,051,700
East North Central	158,300	211,200	402,200	251,100	1,022,800
West North Central	75,300	136,300	277,600	134,000	623,200
East South Central	8,400	6,600	31,400	12,000	58,400
West South Central	18,900	19,300	18,700	12,300	69,200
Mountain	63,200	122,400	222,100	60,200	467,900
Pacific	272,300	343,800	516,100	244,200	1,376,400
Other remaining states ²	800	5,100	9,700	1,100	16,700
Touring ³	7,100	20,400	44,200	5,200	76,900
Totals	1,563,000	2,152,000	4,503,100	1,670,000	9,888,100

¹ Excludes persons leaving and returning to Canada by automobile on the same day and "other travellers" but includes same day plane, bus, rail and boat traffic.

² Includes Alaska.

³ Persons stating three or more regions of destination.

Note: Due to more refined methods of tabulation and processing, comparisons with previous years are not appropriate.

Source: Detail based on sample questionnaire surveys.

TABLE 50. Canadian Travellers¹ Returning from the United States, classified by Purpose of Trip, 1968 - 70

Purpose of Trip	Automobile — one or more nights		Non-automobile — Plane, bus, rail and boat		Totals	
	1969	1970	1969	1970	1969	1970
	per cent					
Business	3.2	4.4	27.3	27.0	8.7	9.2
Holiday	62.6	59.8	45.1	41.3	58.7	55.9
Shopping	4.4	3.6	1.5	1.3	3.7	3.1
In transit through the United States	2.2	3.1	0.3	0.4	1.7	2.5
Visiting friends or relatives	26.3	27.1	22.9	26.3	25.5	26.9
Other	1.3	2.0	2.9	3.7	1.7	2.4
Totals	100.0	100.0	100.0	100.0	100.0	100.0

¹ Excludes persons leaving and returning to Canada by automobile on the same day and "other travellers" but includes same day plane, bus, rail and boat traffic.

Source: Detail based on sample questionnaire surveys.

TABLE 51. Canadian Travellers¹ Returning from the United States, classified by Purpose of Trip and Province of Re-entry, 1969 and 1970

Province of re-entry	Business	Holiday	Shopping	Transit through U.S.A.	Visiting friends or relatives	Other	Totals
1969							
Atlantic Provinces	17,000	238,500	39,900	21,100	181,800	16,700	515,000
Quebec	241,200	2,277,000	44,900	34,500	821,800	38,500	3,457,900
Ontario	395,500	1,859,200	131,900	53,500	896,900	64,800	3,401,800
Manitoba	39,000	237,400	31,800	29,100	96,300	8,500	442,100
Saskatchewan	9,800	78,000	9,300	11,500	33,000	2,700	144,300
Alberta	25,500	101,800	8,500	2,100	44,600	5,000	187,500
British Columbia ²	92,100	775,900	87,700	12,200	348,000	22,300	1,338,200
Canada	820,100	5,567,800	354,000	164,000	2,422,400	158,500	9,486,800
1970							
Atlantic Provinces	12,500	244,200	37,800	46,600	229,300	19,900	590,300
Quebec	275,700	2,378,100	28,500	37,500	861,300	41,200	3,622,300
Ontario	402,600	1,641,300	137,700	105,700	1,024,900	107,800	3,420,000
Manitoba	32,500	261,400	27,700	42,000	108,100	9,900	481,600
Saskatchewan	10,100	73,200	9,500	12,300	29,300	5,000	139,400
Alberta	29,200	107,700	8,500	500	35,200	8,600	189,700
British Columbia ²	141,700	823,400	58,500	6,300	375,400	39,500	1,444,800
Canada	904,300	5,529,300	308,200	250,900	2,663,500	231,900	9,888,100

¹ Excludes Canadians leaving and returning by automobile on same day and "other travellers".

² Includes the Yukon Territory.

TABLE 52. Canadian Travellers¹ Returning from the United States, classified by Purpose of Trip and Province of Residence, 1970

Province of residence	Business	Holiday	Shopping	Transit through U.S.A.	Visiting friends or relatives	Other ²	Totals
Number of persons							
Atlantic Provinces	29,000	236,500	37,600	26,300	231,400	20,700	581,500
Quebec	257,600	2,262,400	29,800	18,600	852,600	42,200	3,463,200
Ontario	393,200	1,729,900	136,700	134,300	990,600	105,000	3,489,700
Manitoba	32,900	273,800	27,300	33,100	124,800	11,300	503,200
Saskatchewan	17,400	109,300	9,900	7,700	43,700	7,000	195,000
Alberta	63,100	241,900	17,100	17,500	86,900	17,600	444,100
British Columbia ³	111,200	675,500	49,800	13,400	333,500	28,000	1,211,400
Canada	904,400	5,529,300	308,200	250,900	2,663,500	231,800	9,888,100
Percentages							
Atlantic Provinces	5.0	40.7	6.5	4.5	39.8	3.5	100.0
Quebec	7.5	65.3	0.9	0.5	24.6	1.2	100.0
Ontario	11.3	49.6	3.9	3.8	28.4	3.0	100.0
Manitoba	6.5	54.4	5.4	6.6	24.8	2.3	100.0
Saskatchewan	8.9	56.1	5.1	3.9	22.4	3.6	100.0
Alberta	14.2	54.5	3.8	3.9	19.6	4.0	100.0
British Columbia ³	9.2	55.8	4.1	1.1	27.5	2.3	100.0
Canada	9.2	55.9	3.1	2.5	26.9	2.4	100.0

¹ Excludes Canadian leaving and returning by automobile on the same day and "other travellers".

² Includes persons stating three or more purposes of trip.

³ Includes the Yukon Territory and Northwest Territories.

Source: Detail based on sample questionnaire surveys.

TABLE 53. Number of Canadian Travellers¹ Returning from the United States classified by Type of Lodging and by Province of Residence and Area of Destination, 1970

Province of residence	Camping, tenting, house trailer	Apartment	Resort — hotel, motel	Home — friend or relative	Other	Three or more types of lodging	No accommodation	Total
Atlantic Provinces	40,500	8,300	258,100	265,400	4,500	—	4,700	581,500
Quebec	506,700	170,300	1,783,300	948,600	12,900	1,000	40,400	3,463,200
Ontario	154,900	58,900	2,021,800	1,206,600	10,900	1,700	34,900	3,489,700
Manitoba	28,000	1,800	295,900	174,400	1,100	100	1,900	503,200
Saskatchewan	16,600	2,300	122,600	53,200	200	—	100	195,000
Alberta	54,700	3,800	268,400	115,400	1,200	200	400	444,100
British Columbia ²	108,600	31,800	563,900	410,800	23,600	1,200	71,500	1,211,400
Canada	910,000	277,200	5,314,000	3,174,400	54,400	4,200	153,900	9,888,100
Area of destination								
New England	345,700	139,600	1,216,900	864,100	10,900	100	16,500	2,593,800
Middle Atlantic	260,600	48,100	1,406,500	761,300	8,800	—	45,700	2,531,000
South Atlantic	36,300	34,600	757,600	218,200	1,100	1,600	2,400	1,051,800
East North Central	32,500	15,100	460,800	494,500	3,400	100	16,500	1,022,900
West North Central	36,200	1,200	404,400	175,400	5,800	—	200	623,200
East South Central	4,400	—	33,100	20,800	100	—	—	58,400
West South Central	1,800	1,300	46,300	19,500	200	—	—	69,100
Mountain	61,000	3,800	304,800	94,300	2,100	1,700	300	468,000
Pacific	120,100	33,500	624,300	503,700	21,800	700	72,300	1,376,400
Other remaining areas	11,400	—	59,300	22,600	200	—	—	93,500
Totals	910,000	277,200	5,314,000	3,174,400	54,400	4,200	153,900	9,888,100

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers".

² Includes the Yukon Territory and North West Territories.

Source: Detail based on sample questionnaire surveys.

TABLE 54. Number and Expenditures of Canadian Travellers Returning from the United States, 1970

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Average stay per person (days)	Estimated expenditures ¹	Average expenditure per person	Average expenditure per person per day
					\$'000	\$	\$
Automobile							
1 ² day	22,890,500	74.6	22,890,500	1.0	45,277	2.00	2.00
2 days	1,783,600	5.8	3,567,200	2.0	21,664	12.10	6.10
3- 7 days	3,930,600	12.8	16,376,000	4.2	147,489	37.50	9.00
8-14 "	1,129,400	3.7	11,708,300	10.4	107,269	9.50	9.20
15-21 "	588,500	1.9	10,002,100	17.0	95,422	16.20	9.50
22 days and over	372,500	1.2	17,323,700	46.5	141,793	38.10	8.20
Totals	30,695,100	100.0	81,867,800	2.7	558,914	18.20	6.80
Non-automobile ³							
1 ² day	152,600	7.3	152,600	1.0	3,031	20.00	20.00
2 days	163,800	7.9	327,600	2.0	11,389	69.50	34.75
3- 7 days	864,400	41.5	3,808,900	4.4	102,690	118.80	27.00
8-14 "	486,500	23.4	5,105,700	10.5	85,544	175.80	16.75
15-21 "	259,600	12.4	4,373,000	16.8	59,652	229.80	13.60
22 days and over	156,600	7.5	5,990,100	38.3	60,827	388.40	10.15
Totals	2,083,500	100.0	19,757,900	9.5	323,133	155.10	16.35

See footnote(s) at end of table.

TABLE 54. Number and Expenditures of Canadian Travellers Returning from the United States, 1970 - Concluded

Estimated days stay	Number of persons	Per cent of total persons	Number of person days	Average stay per person (days)	Estimated expenditures ¹	Average expenditures per person	Average expenditure per person per day
	Totals				\$'000	\$	\$
1 ² day	23,043,100	70.3	23,043,100	1.0	48,308	2.10	2.10
2 days	1,947,400	5.9	3,894,800	2.0	33,053	17.00	8.50
3- 7 days	4,795,000	14.6	20,184,900	4.2	250,179	52.20	12.40
8-14 "	1,615,900	5.0	16,814,000	10.4	192,813	11.90	11.50
15-21 "	848,100	2.6	14,375,100	16.9	155,074	18.30	10.80
22 days and over	529,100	1.6	23,313,800	44.1	202,620	38.30	8.70
Totals	32,778,600	100.0	101,625,700	3.1	882,047	26.90	8.70

¹ Subject to revision.

² Persons entering and leaving on the same day.

³ Excludes "other travellers".

Source: Detail based on sample questionnaire surveys.

TABLE 55. Number of Canadians¹ Returning from the United States by Automobile classified by Length of Visit and Province of Re-entry 1970

Estimated days stay	Province of re-entry							
	Atlantic Provinces	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia ²	Total
	Number of automobiles							
1 ³ day	1,916,700	1,479,600	4,034,800	186,800	82,800	66,900	1,428,600	9,196,200
2 days	40,500	212,200	203,200	30,700	6,700	9,200	124,700	627,200
3 "	46,200	215,500	154,600	31,700	9,200	9,600	98,200	565,000
4 "	29,200	129,600	111,300	17,800	5,600	6,300	39,600	339,400
5 "	14,100	75,700	63,200	10,800	3,400	4,100	19,700	191,000
6 "	11,200	47,900	41,100	5,600	2,400	1,900	15,200	125,300
7 "	6,900	42,800	32,500	5,600	1,900	1,900	15,600	107,200
8-10 days	17,100	85,700	57,800	9,600	3,800	4,900	32,100	211,000
11-14 "	10,000	56,600	61,500	7,000	2,900	5,100	25,700	168,800
15-21 "	8,100	66,000	74,400	7,100	2,300	5,600	30,300	193,800
22 days and over	7,600	32,300	72,800	8,000	3,200	3,900	23,100	150,900
Totals	2,107,600	2,443,900	4,907,200	320,700	124,200	119,400	1,852,800	11,875,800
	Number of persons							
1 ³ day	4,539,100	4,475,300	8,832,200	545,800	240,000	175,700	4,082,400	22,890,500
2 days	112,300	670,600	534,000	93,200	19,600	24,800	329,100	1,783,600
3 "	130,300	682,500	423,300	105,400	31,300	30,300	258,300	1,661,400
4 "	85,900	409,800	303,700	58,300	20,000	18,600	104,800	1,001,100
5 "	41,800	227,900	184,300	33,600	11,300	11,100	50,600	560,600
6 "	34,700	143,300	121,700	14,700	8,000	4,000	42,100	368,500
7 "	25,200	148,900	85,000	19,900	7,000	5,900	47,300	339,200
8-10 days	47,200	286,100	161,600	31,700	12,600	14,800	87,000	641,000
11-14 "	27,700	186,300	157,900	21,200	10,200	14,400	70,600	488,300
15-21 "	26,300	237,300	189,900	22,300	8,000	15,600	89,000	588,400
22 days and over	15,700	96,000	163,300	24,600	8,600	9,900	54,400	372,500
Totals	5,086,200	7,564,000	11,156,900	970,700	376,600	325,100	5,215,600	30,695,100

¹ Subject to revision.

² Automobiles and persons leaving and returning the same day.

³ Includes the Yukon Territories.

Source: Detail based on sample questionnaire surveys.

CANADIAN TRAVEL TO OVERSEAS AREAS

TABLE 56. Expenditures of Canadians Travelling to Overseas Areas¹ 1966 - 70

Overseas areas	1966	1967	1968	1969	1970
millions of dollars					
United Kingdom	94	88	103	145	156
Other sterling areas	29	43	41	52	66
Other OECD in Europe	120	105	121	153	207
All other countries	29	32	33	49	95
Totals	272	268	298	399	524

¹ Excludes Hawaii.

Source: Detail based on sample questionnaire surveys.

Note: Includes transportation fares paid to foreign carriers.

TABLE 57. Number and Expenditures¹ of Canadian Visitors Travelling in Overseas Countries, 1968 - 70

Items	1968	1969	1970
Number of persons thousands	638	852	1,099
Expenditures \$ millions	223	287	387
Average trip expenditure \$	350	337	352
Average expenditure per person night \$	13	13	13

¹ Excludes all transoceanic transportation costs.

Source: Number of persons—Frontier count. Expenditure data—sample questionnaire surveys.

TABLE 58. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, 1966 - 70

Port of re-entry	1966	1967	1968	1969	1970
Airports:					
Gander, Nfld.	4,793	4,903	6,245	7,722	9,201
Halifax, N.S.	10,424	7,113	8,393	9,144	10,526
Sydney, N.S.	1,344	947	1,981	2,151	2,099
Montreal, Que.	162,398	145,371	132,951	213,256	332,210
Ottawa, Ont.	4,292	5,038	7,222	14,033	15,015
Toronto, Ont.	125,895	150,799	251,991	304,031	362,196
Trenton, Ont.	23,957	27,483	26,895	28,308	21,913
Winnipeg, Man.	7,897	7,222	9,027	8,440	15,109
Calgary, Alta.	7,302	4,601	6,889	14,085	22,164
Edmonton, Alta.	3,906	8,789	14,679	39,372	53,856
Vancouver, B.C.	43,631	47,625	50,823	67,078	86,470
Totals	395,839	409,891	517,096	707,620	930,759
Seaports:					
Halifax, N.S.	2,048	1,268	948	837	580
Quebec, Que. ¹	12,627	13,639	8,683	7,919	5,406
Vancouver, B.C.	2,334	2,377	1,707	1,691	1,792
Totals	17,009	17,284	11,338	10,447	7,778
All other ports	10,077	9,901	9,747	13,671	18,892
Grand totals	422,925	437,076	538,181	731,738	957,429

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

Source: Frontier count.

**TABLE 59. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, Quarterly, 1969 and 1970**

Port of re-entry	First quarter	Second quarter	Third quarter	Fourth quarter	Year
1969					
Airports:					
Gander, Nfld.	799	1,611	3,586	1,726	7,722
Halifax, N.S.	1,949	1,843	3,899	1,453	9,144
Sydney, N.S.	71	230	1,637	213	2,151
Montreal, Que.	34,830	49,844	80,058	48,524	213,256
Ottawa, Ont.	3,429	3,561	4,723	2,320	14,033
Toronto, Ont.	62,215	59,835	131,966	50,015	304,031
Trenton, Ont.	4,227	6,173	11,512	6,396	28,308
Winnipeg, Man.	988	1,870	4,495	1,087	8,440
Calgary, Alta.	2,092	2,920	7,615	1,458	14,085
Edmonton, Alta.	2,279	6,744	22,139	8,210	39,372
Vancouver, B.C.	19,502	13,799	24,242	9,535	67,078
Totals	132,381	148,430	295,872	130,937	707,620
Seaports:					
Halifax, N.S.	176	300	235	126	837
Quebec, Que. ¹	2	1,613	4,434	1,870	7,919
Vancouver, B.C.	637	618	197	239	1,691
Totals	815	2,531	4,866	2,235	10,447
All other ports	2,053	1,841	6,605	3,172	13,671
Grand totals	135,249	152,802	307,343	136,344	731,738
1970					
Airports:					
Gander, Nfld.	1,193	2,219	4,276	1,513	9,201
Halifax, N.S.	1,704	3,549	3,697	1,576	10,526
Sydney, N.S.	143	180	1,608	168	2,099
Montreal, Que.	58,618	80,685	147,983	44,924	332,210
Ottawa, Ont.	2,363	3,751	4,624	4,277	15,015
Toronto, Ont.	87,213	56,610	165,044	53,329	362,196
Trenton, Ont.	4,232	5,971	9,829	1,881	21,913
Winnipeg, Man.	1,623	4,730	6,376	2,380	15,109
Calgary, Alta.	6,150	4,135	9,790	2,089	22,164
Edmonton, Alta.	8,508	11,704	25,600	8,044	53,856
Vancouver, B.C.	25,646	19,405	30,857	10,562	86,470
Totals	197,393	192,939	409,684	130,743	930,759
Seaports:					
Halifax, N.S.	91	141	244	104	580
Quebec, Que. ¹	1	1,224	3,435	746	5,406
Vancouver, B.C.	1,046	727	7	12	1,792
Totals	1,138	2,092	3,686	862	7,778
All other ports	3,139	3,420	10,330	2,003	18,892
Grand totals	201,670	198,451	423,700	133,608	957,429

¹ Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

Source: Frontier count.

TABLE 60. Canadians Returning¹ from Overseas Countries, classified by Area of Destination and Province of Residence, 1970

Area of destination	Atlantic Provinces	Quebec	Ontario	Prairie Provinces	British Columbia ²	Canada
	number of persons					
United Kingdom only	7,800	31,400	165,000	26,800	16,800	247,800
United Kingdom and other OECD in Europe	6,900	20,800	72,400	18,700	15,700	134,500
Other OECD in Europe only	3,700	75,500	107,500	22,700	20,200	229,600
Bermuda and Caribbean	6,700	36,500	101,100	8,100	7,800	160,200
Hawaii	300	1,500	7,700	11,100	14,400	35,000
Mexico	2,600	12,500	43,200	16,600	8,900	83,800
All other destinations ³	3,900	57,700	84,500	34,300	28,100	208,500
Totals	31,900	235,900	581,400	138,300	111,900	1,099,400
	Percentage					
United Kingdom only	3.1	12.7	66.6	10.8	6.8	100.0
United Kingdom and other OECD in Europe	5.1	15.5	53.8	13.9	11.7	100.0
Other OECD in Europe only	1.6	32.9	46.8	9.9	8.8	100.0
Bermuda and Caribbean	4.2	22.8	63.1	5.0	4.9	100.0
Hawaii	0.9	4.3	22.0	31.7	41.1	100.0
Mexico	3.1	14.9	51.6	19.8	10.6	100.0
All other destinations ³	1.9	27.7	40.5	16.4	13.5	100.0
Totals	2.9	21.4	52.9	12.6	10.2	100.0

¹ Canadians returning both direct and via the United States.

² Includes residents of the Yukon and Northwest Territories.

³ Includes Canadians on cruises and residents visiting more than one area of destination.

Source: Detail based on sample questionnaire surveys.

TABLE 61. Area of destination reported by Canadians Returning¹ from Overseas Countries, 1966 - 70

Area of destination	1966	1967	1968	1969	1970
	per cent				
United Kingdom only	27.6	20.5	24.3	24.7	22.5
United Kingdom and other OECD in Europe	22.0	17.8	18.9	15.9	12.2
Other OECD in Europe only	25.2	19.1	17.8	18.5	20.9
Bermuda and Caribbean	11.3	20.6	17.6	16.4	14.6
Hawaii	6.0	5.8	4.6	3.5	3.2
Mexico	4.0	8.2	7.6	6.4	7.6
All other destinations ²	3.9	8.0	9.2	14.6	19.0
Totals	100.0	100.0	100.0	100.0	100.0

¹ Canadians returning both direct and via the United States.

² Includes Canadians on cruises and residents visiting more than one area of destination.

Source: Detail based on sample questionnaire surveys.

TABLE 62. Area of Destination reported by Canadians Returning¹ from Overseas Countries, Quarterly, 1968 - 70

Period of re-entry	United Kingdom	United Kingdom and other OECD in Europe	Other OECD in Europe only	Bermuda and Caribbean	Hawaii	Mexico	Other destinations ²	Totals
	per cent							
1968								
First quarter	11.4	5.6	16.0	28.4	14.2	14.3	10.1	100.0
Second quarter	25.1	20.4	14.8	19.9	3.4	7.8	8.6	100.0
Third quarter	33.4	26.3	20.8	8.1	0.7	3.8	6.9	100.0
Fourth quarter	16.4	14.5	16.8	24.8	4.3	8.7	14.5	100.0
Year	24.3	18.9	17.8	17.6	4.6	7.6	9.2	100.0
1969								
First quarter	14.2	6.3	14.5	28.7	11.1	11.2	14.0	100.0
Second quarter	30.6	18.1	15.2	14.4	2.1	5.7	13.9	100.0
Third quarter	30.1	20.2	22.1	8.6	0.7	4.0	14.3	100.0
Fourth quarter	16.7	13.8	18.4	23.7	3.3	7.8	16.3	100.0
Year	24.7	15.9	18.5	16.4	3.5	6.4	14.6	100.0
1970								
First quarter	13.0	4.2	21.1	22.1	8.0	14.7	16.9	100.0
Second quarter	24.9	15.7	17.6	15.6	1.7	7.9	16.6	100.0
Third quarter	28.0	14.0	22.8	7.4	0.8	3.8	23.2	100.0
Fourth quarter	17.4	13.1	20.4	21.9	5.3	7.8	14.1	100.0
Year	22.5	12.2	20.9	14.6	3.2	7.6	19.0	100.0

¹ Canadians returning both direct and via the United States.

² Includes Canadians on cruises and residents visiting more than one area of destination.

Source: Detail based on sample questionnaire surveys.

TABLE 63. Number of Visits¹ by Canadians Returning from Overseas Countries, classified by Principal Countries Visited, 1969 and 1970

Principal countries visited	Same day		One or more nights		Totals	
	1969	1970	1969	1970	1969	1970
	'000					
United Kingdom	2	2	359	406	361	408
France	6	6	129	177	135	183
Germany, Federal Republic of	6	8	117	155	123	163
Switzerland	2	6	89	128	91	134
Netherlands, The	5	5	104	120	109	125
Italy	5	6	82	116	87	122
Austria	2	4	67	94	69	98
Denmark, Norway and Sweden	3	4	70	89	73	93
Mexico	5	10	58	85	63	95
Spain	1	2	62	75	63	77
Belgium	4	5	49	57	53	62
Bermuda	7	4	35	49	42	53
Barbados	4	6	30	48	34	54
Japan	1	-	10	45	11	45
Bahamas	7	6	40	37	47	43
Portugal	1	1	27	34	28	35
Greece	3	1	19	26	22	27
Ireland (Eire)	1	1	23	25	24	26
Yugoslavia	2	1	14	24	16	25
Jamaica	4	1	32	21	36	22
All other countries	46	62	195	280	241	342
Totals	117	141	1,611	2,091	1,728	2,232

¹ Excludes visits to the United States and Hawaii while en route to overseas countries.

Note: Data on visits are not available for years prior to 1969.

Source: Detail based on sample questionnaire surveys.

TABLE 64. Purpose of Trip reported by Canadians Returning¹ from Overseas Countries, classified by Area of Destination, 1969 and 1970

Area of destination	Business	Holiday and recreation	Visiting friends or relatives	Other	Total
	per cent				
1969					
United Kingdom only	5.8	36.7	55.9	1.6	100.0
United Kingdom and other OECD in Europe	13.9	60.8	23.1	2.2	100.0
Other OECD in Europe only	12.1	37.2	47.4	3.3	100.0
Bermuda and Caribbean	7.1	83.3	8.6	1.0	100.0
Hawaii	9.5	86.6	3.7	0.2	100.0
Mexico	6.6	81.9	10.1	1.4	100.0
All other destinations ²	15.1	61.2	21.1	2.6	100.0
Totals	10.0	56.5	31.5	2.0	100.0
1970					
United Kingdom only	7.1	36.9	54.6	1.4	100.0
United Kingdom and other OECD in Europe	17.2	61.4	19.9	1.5	100.0
Other OECD in Europe only	13.8	39.5	44.9	1.8	100.0
Bermuda and Caribbean	5.6	81.0	11.7	1.7	100.0
Hawaii	5.3	94.1	0.6	—	100.0
Mexico	13.0	80.9	4.3	1.8	100.0
All other destinations ²	14.4	65.3	18.6	1.7	100.0
Totals	11.3	57.4	29.7	1.6	100.0

¹ Canadians returning both direct and via the United States.

² Includes Canadians on cruises and residents visiting more than one area of destination.

Source: Detail based on sample questionnaire surveys.

TABLE 65. Length of Stay¹ Reported by Canadians Returning² from Overseas Countries, classified by Area of Destination, 1969 and 1970

Area of destination	1969			1970		
	Number of persons	Person — nights	Average nights stay	Number of persons	Person — nights	Average nights stay
United Kingdom only	209,900	5,283,100	25.2	247,800	6,494,600	26.2
United Kingdom and other OECD in Europe	135,800	4,435,400	32.7	134,500	4,399,400	32.7
Other OECD in Europe only	157,900	4,697,400	29.7	229,600	6,676,200	29.1
Bermuda and Caribbean	139,900	1,627,000	11.6	160,200	1,982,200	12.4
Hawaii	29,400	540,600	18.4	35,000	551,600	15.8
Mexico	54,800	1,055,600	19.3	83,800	1,535,900	18.3
All other destinations	124,000	4,174,900	33.7	208,500	7,560,800	36.3
Totals	851,700	21,814,000	25.6	1,099,400	29,200,700	26.6

¹ Excluding time spent en route in the United States.

² Canadians returning both direct and via the United States.

Source: Detail based on sample questionnaire surveys.

SECTION V

Methods and Definitions on International Travel

A. — Method of Compiling Data

Introduction

The system of recording statistics on international travel between Canada and other countries has been carefully developed over many years with periodic revisions to effect improvement in basic data when this became possible. Statistics on international travel cover many types of travellers, including persons travelling for holiday, vacation or health; whether paying for expensive accommodation or visiting friends or relatives; businessmen and officials; delegates to conventions or conferences; and the many re-entries of summer residents and commuters. Persons travelling in transit through Canada to other countries or over the most direct route between two points in the United States, also those travelling in transit through the United States between two points in Canada are included in the aggregate of crossings. In other words, international travel comprises the travel movement between Canada and all other countries. The following explanation describes in detail the procedures involved in collection and compiling data on international travel and shows reproductions of the forms in use during 1970.

Statistics on international travel are developed from two sources which can be identified as follows:

- (a) The numbers of travellers crossing Canada's border are obtained from frontier checks or counts conducted by either the Department of National Revenue (Customs and Excise Division) or the Department of Manpower and Immigration. Customs or Immigration officials record the number of non-immigrants entering and the number of residents returning from abroad at points of entry to Canada. Classifications of traffic already in use by Canadian Customs and Immigration officials are employed, where possible, in recording the volume of travel.
- (b) Continuous questionnaire surveys are used to collect data on expenditures and other information relevant to international travel. These surveys are made possible through the co-operation of the Departments of National Revenue, Manpower and Immigration, as well as the United States Department of Commerce. The questionnaires, which do not identify the respondent, are distributed at points of entry into Canada to foreign visitors and returning Canadian travellers on specific dates set out by prearranged schedules. Since the response is not controlled due to the voluntary nature of the survey and the distribution methods, the results may be subject to a response bias unknown in quantity or direction.

The known characteristics of the universe and the estimating procedures used to adjust the sample data, as well as the relationships carried out with existing independent surveys, remove some types of bias.

When estimating receipts and payments on travel account, consideration must be given to the fact that there are many kinds of visits involved. For example, there are the casual trips of visitors or returning residents who may remain for a few hours or less; the family vacations which could involve a stay of two or three weeks; the persons who may stay several months; and also the business trips, conventions and single or group travel for any purpose. Studies conducted over a period of years have established that expenditures tend to follow a pattern from year to year, but vary according to the type of transportation used, type of visitors, length of stay, etc. For this reason each type of travel must be treated separately. A simple average applied to such a heterogeneous mass of travellers would give a figure on travel that would be of little value. Since each classification forms a different proportion of the aggregate, it is important that the average expenditure representative for the type of travel be applied to the number of visits within each category. A simple average could be used only if the various classifications were similar in both nature and proportion of the total, but this is not true with travel between Canada and other countries. This means considerable analysis is necessary before the data are released.

Number of Travellers

General—All persons entering Canada from abroad are recorded by Customs or Immigration officials and grouped into four broad classifications—"immigrants, non-immigrants, Canadian citizens and returning citizens and residents". The categories non-immigrant and returning residents form the basis of the travel estimates and the contents of this report. Monthly statements of the data are submitted on Form IMM 185 (Form A) by each point of entry and mailed to the Dominion Bureau of Statistics. The form supplies supplementary statistics on the origin of the trip and the type of transportation; aircraft, long distance bus, train, ship or boat and the largest group "highway and ferry" which includes persons entering by automobile, commercial truck, local bus, pedestrians, etc. Tables in this report derived from these monthly reports are identified in the footnotes as "Source: Frontier count".

Highway and ferry—The magnitude of this type of traffic warranted separate treatment and examination in detail. Customs and Excise officials at all highway points of entry record the numbers of foreign and Canadian vehicles and persons entering

Canada daily on the Form E62 Entry Tally (Form B). These forms are summarized daily on the Monthly Statement of Foreign Traffic Entering Canada (Form C) and the Monthly Statement of Canadian Traffic Returning to Canada (Form D) and in turn the Monthly Statistical Report IMM 185.

Aircraft and boat—The total plane and boat figures recorded on the IMM 185 include commercial as well as private or pleasure traffic. The private plane and boat traffic which is mainly seasonal in nature is recorded on the Monthly Statement Foreign Pleasure Craft (Boat and Plane) Entering Canada (Form E). Ferry traffic across rivers and other short distances of water between Canada and the United States is excluded from entries by boat and recorded under "highway and ferry" on the IMM 185.

Non-immigrant arrivals from overseas—Total entries from overseas countries are recorded under Sections B and C of the Form IMM 185. The wide variance in the average spending of visitors from overseas countries and the need of the country of residence for the Canadian Balance of Payments, as well as the Canadian Travel Industry necessitates added detail on overseas visitors. Data on the port of entry, country of last permanent residence, immigration category, intended length of stay and province of destination which is derived from the address in Canada where the person can be reached are made available to the Dominion Bureau of Statistics. The data are tabulated through electronic processing by the Immigration Division of the Department of Manpower and Immigration from the Arrival/Departure Card Form IMM 700 shown as Form F in this report. A special document is used by Immigration officials to record groups of persons entering Canada, Form—IMM TEMP. 25. Group Record of Overseas Visitors Entering Canada from the United States (Form G). The figures and tables on overseas visitors in this report are tabulated from the IMM 700 and TEMP. 25 and the data exclude special categories of traffic such as diplomats, NATO forces and students as well as most in transit traffic and persons entering and leaving Canada on the same day.

Expenditures and Other Travel Characteristics

General—Continuous questionnaire surveys are used to secure information on the expenditure and other characteristics of the international traveller. These surveys are conducted under a co-operative arrangement with the United States Department of Commerce and Canada Customs and Immigration. The questionnaires are handed out to a sample of travellers on entry to Canada by Customs and Immigration officials, or in some cases by United States border officials. The travellers complete the questionnaire at their leisure and mail the form to the United States Department of Commerce or the Dominion Bureau of Statistics. The questionnaires are summarized either by electronic processing or hand tabulation and stratified by month or quarter, province of entry, type of transportation, length of stay and traveller category. In the case of automobile traffic a more detailed stratification is made for

selected points of entry. When adjustments have been made for special traffic, the frontier counts or traffic densities are related to the sample data and weighted numbers or inflation factors are applied. Tables in this report resulting from the tabulation and adjustment of the questionnaire response are identified in the footnotes as "Source: Detail based on sample questionnaire surveys".

1. Questionnaires for United States visitors—Four questionnaires are used to obtain information on the travel characteristics of visitors to Canada from the United States. A limited sample is drawn to establish average daily expenditures once a quarter for same day traffic while 40,000 completed questionnaires were used in 1970 for estimating the travel characteristics of long-term traffic, (a) The United States Department of Commerce sample **automobile traffic entering and leaving Canada on the same day** using Questionnaire BE 536A reproduced as Form H. United States border officials distribute this questionnaire to the traveller, approximately 10 days in each quarter. The questionnaire is mailed by the respondent to the United States Department of Commerce and tabulations are made available to the Dominion Bureau of Statistics.

(a) **United States automobile traffic staying one or more nights** is sampled under a co-operative arrangement between the United States Department of Commerce and the Dominion Bureau of Statistics. Questionnaire BE 536B, reproduced as Form I, is distributed on selected dates (approximately 1 in 4 days) by Canada Customs officials to non-resident arrivals on entry into Canada. The respondent mails the questionnaire to the United States Department of Commerce who bundle and forward them to the Dominion Bureau of Statistics for electronic processing.

(b) **United States non-automobile traffic entering Canada** is sampled by two questionnaires; Form BE 536 for plane, bus, rail and boat traffic other than private (Form J) and Form 2307-28 for private plane and boat traffic entering Canada, reproduced as Form K. The Questionnaire BE 536 is administered by the United States Department of Commerce, distributed by United States border officials to the traveller approximately 14 days each quarter and tabulations are made available to the Dominion Bureau of Statistics. The Questionnaire 2307-28 is administered by the Dominion Bureau of Statistics, distributed to the traveller entering by private craft by Canada Customs officials approximately 1 in 4 days and tabulated through electronic processing.

2. Questionnaire for overseas visitors—The Questionnaire 2307-10 (bilingual) is handed to all visitors from overseas countries (this excludes the United States) upon entering Canada by Canada Customs or Immigration officials. The questionnaire, reproduced as Form L, is completed

by the traveller during his visit and mailed to the Dominion Bureau of Statistics on leaving Canada. Approximately 1 per cent of the travellers were covered by completed questionnaires in 1970. Electronic processing techniques are used to integrate questionnaire data with frontier counts derived from the non-immigrant Arrival/Departure Record IMM 700.

3. **Questionnaire for returning residents**—The confidential questionnaire to returning Canadian travellers 2307-2 is distributed by Canada Customs officials approximately 1 in 4 days to residents returning from the United States (Form M(a)) or from overseas countries (Form M(b)). The completed returns, of which there were 34,000 in 1970, were mailed to the Dominion Bureau of Statistics and tabulated by electronic processing. Form N-E60A Canadian Vehicles Leaving Canada and Returning on the Same Day is completed 7 days each quarter by Canada Customs officials who question the driver of the vehicle on re-entering Canada. The completed forms are mailed to the Dominion Bureau of Statistics for hand tabulation and analysis.

B. — Definition of Terms

The following definitions on international travel give a general description of the terms appearing in this report. The terms already identified in the textual material of the section to which they pertain have not been repeated here. Any variations from the following definitions are explained in the text or footnotes to the tables.

International Traveller

The term international traveller, as used in this publication, applies to all persons arriving in Canada through Customs and Immigration points of entry, with the exception of immigrants and Canadian citizens returning to take up permanent residence. The term international traveller includes:

- (a) persons travelling for pleasure, holiday, vacation, health and other purposes;
- (b) persons visiting friends or relatives;
- (c) businessmen, officials and delegates to conventions, conferences or seminars;
- (d) students, shoppers, commuters and summer residents;
- (e) seasonal and temporary workers;
- (f) crews or persons engaged in the operation of transport;
- (g) persons travelling in transit who do clear Canada Customs or Immigration;
- (h) diplomats, military personnel and dependents travelling on temporary duty for less than one year;
- (i) cruise passengers.

Long-term Traveller

An international traveller who visits a country other than that in which he resides for a period of one or more nights.

Short-term Traveller

An international traveller who enters and leaves a country on the same day or who does not stay overnight. Short-term travellers include commuters and "other travellers".

Other Traveller

A residual classification of international traveller which includes pedestrians, drivers of commercial vehicles, local bus traffic between border communities, etc., normally considered as short-term traffic and treated accordingly.

In Transit Traveller

An international traveller travelling through a country en route to some place in another country. For example, a United States resident travelling in transit through Canada over the most direct route between two points in the United States. Similarly, a Canadian travelling in transit through the United States to a destination in Canada.

Non-immigrant

An international traveller, resident of a country other than Canada who enters Canada through Customs or Immigration points for a visit.

Returning Citizen and Resident

An international traveller, resident of Canada, who returns to Canada from abroad through Customs and Immigration points after an absence of less than one year.

Overseas Countries

All countries other than the United States of America. Overseas includes the countries of Puerto Rico, St. Pierre and Miquelon, United States Virgin Islands and other United States protectorates. In the case of returning citizens and residents, Hawaii is considered as overseas.

Days — Nights Stay

The days or nights stay of a person travelling in a country other than that in which he usually resides. Unless otherwise stated, total days or nights stay for returning citizens and residents is the time spent outside of Canada and includes days or nights en route. Data are derived from continuous questionnaire surveys and not from hotel

statistics. Included are nights spent in all types of accomodation, such as hotels, motels, hostels, tourist or private homes, camping out, etc.

Frontier Count

The count of persons (or vehicles) both resident and non-resident by Customs or Immigration officials — at the border or entry point to Canada.

International Transportation Fares

Fares purchased for transportation to and from a country and excludes local transportation within the country visited. Transportation costs generally refer to oceanic transportation fares and are shown separately wherever possible. International fare payments to Canadian carriers by non-residents are

included in travel receipts, while fare payments to foreign carriers by Canadian residents are included in travel payments.

Direct to Canada — Via the United States

These designations are used in overseas travel and are determined on the basis of entry for visitors and re-entry for Canadians. Persons travelling directly to Canada from overseas countries are considered as direct travellers and those travelling to Canada through or by way of the United States are referred to as travellers via the United States. Expenditures in the United States by Canadians travelling to and from overseas countries via the United States are included in the travel payments to the United States.

MONTHLY STATISTICAL REPORT
RAPPORT STATISTIQUE MENSUEL

Port
Month
Mois 19

Journey Beginning A. in the United States	Highway and Ferry (including local bus) Routes et traversiers (autobus locaux compris)	Long Distance Bus Autobus à long parcours	Train	Ship or Boat Bateau	Aircraft Avion	Total	A. Voyageurs provenant des États-Unis
Canadian Citizens (See note on reverse)							Citoyens canadiens (voir note au verso)
Returning Citizens and Residents							Citoyens et résidents de retour
Non-Immigrants							Non-immigrants
TOTAL							TOTAL
Journey Beginning in Countries other than B. the U.S.A. but Travelling Via the U.S.A.							Voyageurs provenant d'autres B. pays mais passant par les É.-U.
Canadian Citizens (See note on reverse)							Citoyens canadiens (Voir note au verso)
Returning Citizens and Residents							Citoyens et résidents de retour
Non-Immigrants							Non-immigrants
TOTAL							TOTAL
Journey Beginning C. than the U.S.A. and Travelling direct to Canada							Voyageurs provenant de pays autres que C. les É.-U. et venant directement au Canada
Canadian Citizens (See note on reverse)							Citoyens canadiens (Voir note au verso)
Returning Citizens and residents							Citoyens et résidents de retour
Non-Immigrants							Non-immigrants
TOTAL							TOTAL

VEHICLES FROM THE U.S.A. - VÉHICULES PROVENANT DES É.-U.

Type of Vehicle	Number of Vehicles Nombre de véhicules		Types de véhicules
	Canadian Canadiens	U.S. Américains	
Long Distance Bus			Autobus à long parcours
Aircraft			Avion

Officer in Charge
Chef de service

IMM. 185 (1-69)

Form 185 is devised to supply the Statistical Unit with complete and accurate statistics on all persons who are admitted to or come into Canada for whom a Canadian Immigration Card is not completed.

A. JOURNEY BEGINNING IN THE UNITED STATES

1. Canadian Citizens

Canadian citizens who have taken up residence in the U.S. and who have returned to Canada declaring their intention to remain.
NOT to include Canadian citizens born in the U.S. and coming forward for the first time.

2. Returning Citizens and Residents

Canadian citizens and other Canadian residents who are returning to Canada from business or pleasure trips in the United States.

3. Non-Immigrants

As defined in Section 7 of the Immigration Act, entering Canada from the United States.

4. Local Bus Traffic

Should be included with statistics shown under "Highway".

B. & C. JOURNEY BEGINNING IN COUNTRIES OTHER THAN THE UNITED STATES

1. Canadian Citizens

Canadian citizens who have taken up residence abroad, and who have returned to Canada declaring their intention to remain.
NOT to include Canadian citizens born abroad and coming forward for the first time.

2. Returning Citizens and Residents

Canadian citizens and other Canadian residents who are returning to Canada from business or pleasure trips abroad.

3. Non-Immigrants

As defined in Section 7 of the Immigration Act, entering Canada directly or indirectly from abroad.

Vehicles from USA. - It is desired to distinguish between vehicles of Canadian or U.S. registry. Do not include aircraft entering direct from overseas.

La formule 185 est conçue pour fournir à la Sous-section des statistiques des données statistiques complètes et exactes sur toutes les personnes qui sont admises ou qui viennent au Canada et pour qui on ne remplit pas de carte de l'immigration canadienne.

A. VOYAGEURS PROVENANT DES ÉTATS-UNIS

1. Citoyens canadiens

Les citoyens canadiens qui ont fixé leur résidence aux États-Unis et qui viennent au Canada en déclarant leur intention d'y rester. NE comprend PAS les citoyens canadiens, nés aux États-Unis, qui viennent au Canada pour la première fois.

2. Citoyens et résidents de retour

Les citoyens canadiens et autres résidents du Canada qui y reviennent à la suite de voyages d'affaires ou d'agrément aux États-Unis.

3. Non-immigrants

Les non-immigrants, tels qu'ils sont définis par l'article 7 de la Loi sur l'immigration, entrant au Canada en provenance des États-Unis.

4. Circulation locale par autobus

Ce mode de voyage doit être inclus dans les données inscrites sous la rubrique "Routes".

B. ET C. VOYAGEURS PROVENANT DE PAYS AUTRES QUE LES ÉTATS-UNIS

1. Citoyens canadiens

Les citoyens canadiens qui ont fixé leur résidence à l'étranger et qui reviennent au Canada en déclarant leur intention d'y rester.
NE comprend PAS les citoyens nés à l'étranger et venant au Canada pour la première fois.

2. Citoyens et résidents de retour

Les citoyens canadiens et autres résidents du Canada qui y reviennent à la suite de voyages d'affaires ou d'agrément à l'étranger.

3. Non-immigrants

Les non-immigrants tels qu'ils sont définis par l'article 7 de la Loi sur l'immigration, entrant au Canada directement ou indirectement de l'étranger.

Véhicules provenant des É.-U. - Il est souhaitable de distinguer les véhicules enregistrés au Canada de ceux qui sont enregistrés aux États-Unis. Ne pas compter ici les avions arrivant directement d'outre-mer.

FORM B

E-62 ENTRY TALLY

Officer's

Name Date

FOREIGN TRAFFIC ENTERING CANADA

		Vehicles	Persons
Automobile	Leaving same day		
	Staying one night		
	Two or more nights		
	Bicycles & motorcycles		
	Commercial (not buses)		
	Taxis		
	Non-immigrants other than U.S.		
	Pedestrians		

CANADIAN TRAFFIC RETURNING

		Vehicles	Persons
Automobile	Returning same day		
	Absent one night		
	Absent two or more nights		
	Bicycles & motorcycles		
	Commercial (not buses)		
	Taxis		
	Canadians from countries other than U.S.		
	Pedestrians		

See instructions for Port Officers

MONTHLY STATEMENT FOREIGN TRAFFIC ENTERING CANADA

FORM C

Month _____

Port _____

Date	AUTOMOBILE TRAFFIC						OTHER VEHICLES						Pedestrians
	Same day		Staying one night		Staying two or more nights		Bicycles & motorcycles		Commercial (not buses)		Taxis		
	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	V.	P.	V.	P.	V.	P.	
1													
2													
3													
4													
5													
6													
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31													
Totals													

Date _____

Customs and Excise Officer _____

COMPLETED STATEMENT TO BE MAILED AT END OF EACH MONTH

To: TRAVEL STATISTICS SECTION, D.B.S. OTTAWA.

MONTHLY STATEMENT OF CANADIAN TRAFFIC RETURNING TO CANADA

FORM D

Month _____

Port _____

Date	AUTOMOBILE TRAFFIC						OTHER VEHICLES						Pedes- trians
	Same day		Absent one night		Absent two or more nights		Bicycles & motorcycles		Commercial (not buses)		Taxis		
	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	V.	P.	V.	P.	V.	P.	
1													
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31													
Totals													

DATE _____

Customs and Excise Officer

COMPLETED STATEMENT TO BE MAILED AT END OF EACH MONTH
TO: TRAVEL STATISTICS SECTION, D.B.S., OTTAWA

FORM E

MONTHLY STATEMENT FOREIGN PLEASURE CRAFT (BOAT AND PLANE) ENTERING CANADA

Month		Port						
Date	BOAT TRAFFIC				PLANE TRAFFIC			
	Entering and leaving same day		One or more nights in Canada		Entering and leaving same day		One or more nights in Canada	
	Boats	Persons	Boats	Persons	Planes	Persons	Planes	Persons
1								
2								
3								
4								
5								
6								
7								
8								
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25								
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27								
28								
29								
30								
31								
Totals								
Date		Customs and excise officer						

MAIL COMPLETED STATEMENT AT CLOSE OF EACH MONTH
TO: TRAVEL STATISTICS SECTION, D.B.S., OTTAWA, CANADA



NON-IMMIGRANT
ARRIVAL DEPARTURE RECORD

DO NOT USE / NE RIEN ÉCRIRE

E 172752

FORM F

FICHE D'ARRIVÉE ET DE
DÉPART POUR LES NON-IMMIGRANTS

FAMILY OR LAST NAME / NOM DE FAMILLE

GIVEN NAMES / PRÉNOMS

2 MR. ☐ MRS. ☐ MISS ☐
M. MME Mlle

3 DATE OF BIRTH / DATE DE NAISSANCE
DAY / JOUR MONTH / MOIS YR / ANN

5 CITIZEN OF / CITOYENNETÉ

DO NOT USE
NE RIEN ÉCRIRE

7 COMPLETE PERMANENT RESIDENTIAL ADDRESS / ADRESSE PERSONNELLE PERMANENTE
(No. STREET, CITY, COUNTRY) (NUMÉRO, RUE, VILLE, PAYS)

9 ACCOMPANIED BY / ACCOMPAGNÉ DE

☐ WIFE ☐ CHILDREN ☐ TOTAL
EPOUSE ENFANTS

EXPECTED DATE
OF DEPARTURE
DATE PRÉVU
DU DÉPART

DAY / JOUR MONTH / MOIS YR / ANN.

REASON FOR ENTRY / MOTIF DU SÉJOUR

☐ VISIT FRIENDS ☐ IN TRANSIT ☐ TOURIST ☐ BUSINESS
VISITER DES AMIS DE PASSAGE TOURISME AFFAIRES

OTHER (SPECIFY) / AUTRE (PRÉCISER)

10 NAME OF PERSON AND ADDRESS WHERE YOU CAN BE REACHED IN CANADA
NOM DE LA PERSONNE ET ADRESSE OÙ ON PEUT COMMUNIQUER AVEC VOUS AU CANADA

ITEMS TO BE DECLARED FOR CUSTOMS

ARTICLES QUI DOIVENT ÊTRE DÉCLARÉS À LA DOUANE

LIQUOR (IN EXCESS OF 40 OZS) OR
CIGARETTES (IN EXCESS OF 200)
ALCOOL (PLUS DE 40 ONZ) OU
CIGARETTES (PLUS DE 200)

YES
OUI

NO
NON

GIFTS (IN EXCESS
OF \$10.00 EACH)
CADEAUX (DE PLUS
DE \$10.00 CHACUN)

YES
OUI

NO
NON

COMMERCIAL GOODS
(INCLUDING SAMPLES)
ARTICLES DE COMMERCE
(Y COMPRIS LES ÉCHANTILLONS)

YES
OUI

NO
NON

MEAT, FOOD OR
PLANTS
VIANDE, ALIMENTS,
OU PLANTES

YES
OUI

NO
NON

I DECLARE THAT THE INFORMATION
GIVEN ON THIS FORM IS CORRECT
JE DÉCLARE QUE LES RENSEIGNE-
MENTS DONNÉS ICI SONT EXACTS

SIGNATURE

DO NOT PRINT BELOW THIS LINE
NE PAS ÉCRIRE AU DESSOUS DE CETTE LIGNE

REMARKS / REMARQUES

14 ADMITTED UNTIL
ADMIS JUSQU'AU

DAY / JOUR MO / MOIS YR / ANN

15 ADMITTED
AS / ADMIS
COMME

BOND NO. / CAUTION N°

13 EXTENSION NO
N° DE PROLONGATION

16 DATE 17 PORT STAMP

TIMBRE DU PORT D'ENTRÉE

FORM IMM 700 (2-70)

CONTROL COPY / COPIE DE CONTRÔLE



GROUP RECORD OF OVERSEAS VISITORS ENTERING
CANADA FROM THE UNITED STATES

FORM G

● TO BE USED ONLY FOR OVERSEAS VISITORS ARRIVING AND DEPARTING AS
A GROUP IN LIEU OF DOCUMENTATION ON FORM IMM. 700.

NAME OF TRANSPORTATION COMPANY

ADDRESS

VEHICLE

NAME OF TRAVEL AGENT

ADDRESS

TOUR COMMENCED AT
(Place)

NUMBER OF PASSENGERS

MALE FEMALE TOTAL

CITIZENSHIP

COUNTRY OF PERMANENT
RESIDENCE

ON (Date)

CATEGORY 7 (1) ()

ADMITTED AS
NON-IMMIGRANTS
UNTIL DAY MONTH YEAR

PORT STAMP
(Arrival)

REMARKS

DECLARATION OF TOUR GUIDE OR CONDUCTOR

I HEREBY CERTIFY THAT ALL PASSENGERS ABOARD THE ABOVE MENTIONED VEHICLE ARE PAR-
TICIPATING IN A CONDUCTED TOUR, AND I UNDERTAKE TO NOTIFY THE NEAREST OFFICE OF THE
CANADA IMMIGRATION DIVISION THE NAME, HOME ADDRESS, CITIZENSHIP AND PASSPORT NUMBER
OF ANY PASSENGER WHO DOES NOT LEAVE CANADA WITH THIS GROUP. I FURTHER AGREE TO SUR-
RENDER A COPY OF THIS DOCUMENT TO THE CANADIAN IMMIGRATION OR CUSTOMS AUTHORITIES
AT THE PORT OF DEPARTURE.

SIGNATURE

TOUR CONDUCTOR, GUIDE, BUS DRIVER

DATE

WITNESS

IMMIGRATION OFFICER

PORT
CODE NO.

PORT STAMP
(Departure)

PORT
CODE NO.

FORM H

FORM BE-536A
(1-67)

Form Approved;
Budget Bureau No. 41-R2376

QUESTIONNAIRE FOR U.S. RESIDENTS
LEAVING THE U.S. FOR CANADA BY MOTOR
VEHICLE AND RETURNING THE SAME DAY

If you have already returned a form during this week, please hand this one back to the inspector without completing it, or discard it.

1. Place of entry into Canada?	2. Date of entry this trip?
3. How did you enter Canada? <input type="checkbox"/> auto <input type="checkbox"/> taxi <input type="checkbox"/> commercial vehicle <input type="checkbox"/> other	4. Place of departure from Canada?
5. How many persons entered Canada in the vehicle, including yourself? _____	
6. During the past 7 days, how many trips (including today's) into Canada by motor vehicle have you made? _____	
7. What was the main purpose of the trip(s)? <input type="checkbox"/> employed in Canada <input type="checkbox"/> visiting friends or relatives <input type="checkbox"/> business <input type="checkbox"/> Other (please specify) <input type="checkbox"/> pleasure <input type="checkbox"/> shopping	
8. Estimate as nearly as possible the amount you spent in Canada on this trip, for all purposes (in terms of U.S. dollars). <i>Examples:</i> gas, oil, repairs, food, gifts, amusements, etc., including credit card purchases. Include expenses of all persons with vehicle. \$ _____	
9. City and state in which you reside? _____	

* GPO : 1967 O-245-092

U.S. DEPARTMENT OF COMMERCE
OFFICE OF BUSINESS ECONOMICS
WASHINGTON, D.C. 20230

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE

OFFICIAL BUSINESS

Your help is needed to estimate U. S. travel spending in Canada. Please reply to the questions on the reverse side and mail this card. No postage is required.

This questionnaire is used solely to assist in estimating travel expenditures. It has nothing to do with customs enforcement or taxation. No signature is required and your response cannot be identified.

Office of Business Economics
U. S. Department of Commerce
Washington, D. C. 20230

FORM I

**QUESTIONNAIRE FOR U.S. TRAVELERS RETURNING
FROM AUTOMOBILE TRIPS TO CANADA**

(Report on trip taken when you received this questionnaire. Do not include any part of trip that was in the United States.)

1. City or town and State in which you reside?	
2. Border point where you entered Canada from the United States?	Date of entry?
3. Border point where you re-entered the United States?	Date of exit?
4. Main destination in Canada? Give city or town and province?	
5. Number of nights spent at above destination in Canada?	6. Total number of nights spent in Canada on this trip?
7. Check the type of lodging that was used most in Canada.	
<input type="checkbox"/> Camping, tenting, or house trailer <input type="checkbox"/> Cottage (owned or rented) <input type="checkbox"/> Resort, Hotel or Motel <input type="checkbox"/> Home of friends or relatives <input type="checkbox"/> Other (Please specify) _____	
8. Number of U.S. travelers on this automobile trip to Canada. →	(a) Adults _____ (b) Children (under 16 years) _____

9. Estimate as nearly as possible (in terms of U.S. dollars) expenditures in Canada by all persons in the automobile on this trip. (Include food, rent, lodging, entertainment, merchandise, gifts, automobile operations, credit card purchases, etc.)
\$ _____ or if nil, check ☐

10. Check the main purpose of this trip
- ☐ Employed in Canada
 - ☐ Other business
 - ☐ Convention, conference or seminar
 - ☐ Summer resident in Canada
 - ☐ Visit to friends or relatives
 - ☐ Hunting or fishing
 - ☐ Holiday (Include vacation or other pleasure)
 - ☐ Travelling through Canada to destinations in U.S.
 - ☐ Other (Please specify) _____

11. How many times have you visited Canada in the past 12 months? (Please circle)

1 2 3 4 5-10 11-20 21 or more

12. Which of the following reasons prompted this visit to Canada?

- ☐ Newspaper and magazine advertisements
- ☐ Radio or television
- ☐ Invitation or advice of friends or relatives
- ☐ Business requirements
- ☐ Government Travel Offices (Federal or Provincial)
- ☐ Travel films
- ☐ Previous visit to Canada
- ☐ Other (Please specify) _____

**QUESTIONNAIRE FOR U.S. TRAVELERS RETURNING
FROM AUTOMOBILE TRIPS TO CANADA**

Under a cooperative arrangement between the U.S. Department of Commerce and the Dominion Bureau of Statistics, this questionnaire is distributed in Canada, mailed to the U.S. Department of Commerce, and is available to both governments, solely for the purpose of compiling international travel statistics.

Please complete the questionnaire and drop it in a mail box after you return to the United States, or hand it to the U.S. Immigration or Customs Inspector. No postage is necessary.

The questionnaire has nothing to do with customs enforcement or taxation. No signature is necessary. Your cooperation is appreciated.

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE

Office of Business Economics
U.S. Department of Commerce
Washington, D.C. 20230

U.S. DEPARTMENT OF COMMERCE
OFFICE OF BUSINESS ECONOMICS
WASHINGTON, D.C. 20230

OFFICIAL BUSINESS

**QUESTIONNAIRE FOR U.S. TRAVELERS RETURNING
FROM VISITS TO CANADA**

(Report on the trip on which you received this questionnaire.)

1. City or town and state in which you reside?	
2. Border point where you entered Canada from the United States?	Date of entry?
3. Border point where you re-entered the United States?	Date of exit?
4. How did you enter Canada? (Check one) <input type="checkbox"/> train <input type="checkbox"/> bus <input type="checkbox"/> boat <input type="checkbox"/> plane <input type="checkbox"/> other	
5. How did you leave Canada? (Check one) <input type="checkbox"/> train <input type="checkbox"/> bus <input type="checkbox"/> boat <input type="checkbox"/> plane <input type="checkbox"/> other	
6. Main destination in Canada. Give city or town and province.	
7. Number of nights spent at above destination in Canada.	Total number of nights spent in Canada on this trip.
8. Check below the main purpose of this trip: <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input type="checkbox"/> Employed in Canada <input type="checkbox"/> Other business <input type="checkbox"/> Summer resident in Canada <input type="checkbox"/> Visiting friends or relatives <input type="checkbox"/> Hunting or fishing <input type="checkbox"/> Other recreation (Include vacation and other pleasure) <input type="checkbox"/> Other (Please specify) </div> <div style="width: 50%;"> <input type="checkbox"/> Convention, Conference, or Seminar <input type="checkbox"/> Traveling through Canada to a U.S. destination </div> </div>	

FORM J

9. Approximate amount (in U.S. dollars) spent for:

a. Transportation to and from Canada \$ _____
 Name of airline, railroad, bus company, or ship line you used in traveling to and from Canada _____

b. Expenditures in Canada (include food, rent, lodging, entertainment, merchandise, gifts, and transportation wholly in Canada) \$ _____

10. Number of U.S. travelers on this trip to Canada. →	(a) Adults	(b) Children (under 16 years)
--	------------	-------------------------------

11. How many times have you visited Canada in the past 12 months? (Please circle)
 1 2 3 4 5-10 11-20 21 or more

12. Which of the following reasons prompted this visit to Canada?
☐ Newspaper and magazine advertisements
☐ Radio or television
☐ Invitation or advice of friends or relatives
☐ Business requirements
☐ Government Travel Offices (Federal or Provincial)
☐ Travel films
☐ Previous visit to Canada
☐ Other (Please specify) _____

FORM BE-536 (1-70)

USCOMM-DC 7221-P70

**QUESTIONNAIRE FOR U.S. TRAVELERS
RETURNING FROM VISITS TO CANADA**

It is important that the United States Government know the amount of dollars going from the United States to all foreign countries and the amount spent by foreign countries here. This questionnaire is used by the Department of Commerce to estimate travel expenditures by United States residents in Canada.

We need as many responses as possible to our questionnaire in order that our sample may be adequate. Your unsigned reply has nothing to do with customs enforcement or taxation.

Please assist by replying to the questions inside and mailing this card. No postage stamp is necessary.

The collection of data on this form is subject to the provisions of the Federal Reports Act (44 U.S.C., Sec. 3509) and has been approved by the Bureau of the Budget.

FORM BE-536
(1-70)
USCOMM-DC 2370-P71

Form Approved;
OMB No. 41-R0319

U.S. DEPARTMENT OF COMMERCE
OFFICE OF BUSINESS ECONOMICS
WASHINGTON, D.C. 20230

OFFICIAL BUSINESS

U.S. Department of Commerce
Office of Business Economics
Washington, D.C. 20230

FORM K

QUESTIONNAIRE FOR U.S. TRAVELLERS ENTERING
CANADA IN PLEASURE CRAFT (Boat or Plane)

State and city or town in which you reside?

Place where permit was issued?	Date of entry?		
	Day	Month	Year

Place where you left Canada?	Date of exit?		
	Day	Month	Year

How did you enter Canada? <input type="checkbox"/> Boat <input type="checkbox"/> Plane <input type="checkbox"/> Other (please specify)	How many persons including yourself are covered in this report? Adults Children (16 yrs. or under)
--	---

Estimate in U.S. dollars the amount spent in Canada for all purposes on this trip by persons reported above (Include cash and credit transactions for food, lodging, entertainment, merchandise, gifts, craft operations, licenses, guides, tolls, etc.)

\$ Or if no expenditures ☒ ☐
omit cents

City or town and province in Canada where most of your time was spent?

Number of nights spent at above destination in Canada?	Total number of nights spent in Canada on this trip
--	---

Check the main reason for this trip to Canada:

<input type="checkbox"/> Cruising or sightseeing	<input type="checkbox"/> Business
<input type="checkbox"/> Fishing or hunting	<input type="checkbox"/> Visiting friends or relatives
<input type="checkbox"/> Other recreation (include vacation and other pleasure)	<input type="checkbox"/> Other (please specify)

Check the type of accommodation used while in Canada:

<input type="checkbox"/> Aboard boat or plane	<input type="checkbox"/> Camping or tenting
<input type="checkbox"/> Hotel or Motel	<input type="checkbox"/> Cottage (owned or rented)
<input type="checkbox"/> Resort (include fishing or hunting lodge)	<input type="checkbox"/> Other (please specify)

2307-28: 5-3-70

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE

U.S. DEPARTMENT OF COMMERCE
OFFICE OF BUSINESS ECONOMICS
WASHINGTON, D.C. 20230

OFFICIAL BUSINESS

Under a coöperative arrangement between the U.S. Department of Commerce and the Dominion Bureau of Statistics, this questionnaire is distributed in Canada, to be mailed to the U.S. Department of Commerce. It will be available to both governments, solely for the purpose of compiling international travel statistics.

This questionnaire has nothing to do with customs enforcement or taxation. No signature is required. Please drop this card in a mail box on your return to the United States. No postage is necessary.

Thank you for your coöperation.

Office of Business Economics
U.S. Department of Commerce
Washington, D.C. 20230

FORM L

Country in which you reside	What was your main destination in Canada
Reason for coming to Canada: <input type="checkbox"/> Business <input type="checkbox"/> Formal Study <input type="checkbox"/> Gov't. Service	
<input type="checkbox"/> Holiday (include vacation or other recreation) <input type="checkbox"/> Visiting friends or relatives	
<input type="checkbox"/> Transit through Canada to U.S. or other countries <input type="checkbox"/> Other (please specify)	
Place of entry into Canada	Date
Place of departure from Canada	Date
Number of nights spent in Canada on this trip	
Name of international airline or vessel used	{ Arriving from overseas Returning overseas
Approximate expenditures in Canada (including credit card purchases) for lodging, food, entertainment, merchandise and transportation in Canada. (Exclude overseas fares to and from Canada) \$ (omit cents)	
Number of travellers (including yourself) covered in above expenditures	
Did you also visit the United States on this trip? <input type="checkbox"/> No <input type="checkbox"/> Yes	
If "Yes" <input type="checkbox"/> Before entering Canada <input type="checkbox"/> After leaving Canada	
Trip was <input type="checkbox"/> A regular service <input type="checkbox"/> Chartered flight <input type="checkbox"/> An all expense tour	
2307-10: 5-4-67 Thank You for Co-operating in this Survey	

TO THE VISITOR - WELCOME TO CANADA

This questionnaire from the Dominion Bureau of Statistics is for the purpose of collecting information on travel in Canada by residents of other countries. Your answers to the questions on the reverse side of this card will be very helpful in this work. Many responses are needed to provide an adequate sample.

Would you please complete either the English or French card before leaving Canada. The information provided will be treated as confidential and used only for statistical purposes.

It is suggested that you keep the envelope for mailing the completed card to the Dominion Bureau of Statistics. No postage is required if mailed in Canada.

TRAVEL STATISTICS UNIT,
DOMINION BUREAU OF STATISTICS,
OTTAWA, CANADA.

Kindly insert so that the address is exposed in window of envelope.

DOMINION BUREAU OF STATISTICS

Travel Statistics Section

CONFIDENTIAL QUESTIONNAIRE TO RETURNING CANADIAN TRAVELLERS

Report on the trip on which you received this questionnaire

If trip was to overseas countries (including Hawaii) use other side

TRIPS TO THE UNITED STATES

1. Place where you left Canada _____

Date _____ day _____ month _____ year _____

Place where you re-entered Canada _____

Date _____ day _____ month _____ year _____

2. City or town and province in which you reside _____

3. Main destination in the United States -

Give state _____

4. Number of nights spent at above destination _____

Total nights in the United States on this trip _____

5. Check type of lodging used most in U.S. -

- ☐ Camping, tenting or house trailer
☐ Apartment or dwelling (owned or rented)
☐ Resort, Hotel or Motel
☐ Home of friends or relatives
☐ Other (please specify) _____

6. Check main purpose of trip -

- ☐ Business
☐ Convention, conference or seminar
☐ Holiday (include vacation and other recreation)
☐ Shopping
☐ Travelling through U.S. to or from other parts of Canada (complete question 11)
☐ Visiting friends or relatives
☐ Other (please specify) _____

7. Number of persons covered in this report -

Adults _____

Children (under 16 years) _____

8. Check means of transportation used -

	Leaving Canada	Returning to Canada
Automobile	<input type="checkbox"/>	<input type="checkbox"/>
Plane	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>
Boat	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>

9. If commercial carrier(s) was used, give the name and the approximate fares purchased, including cash or credit transactions and taxes on transportation -

	Name of commercial carrier(s)	Fares Canadian \$
Leaving Canada	_____	_____
Returning to Canada	_____	_____

If return fare was purchased, give name of carrier(s) above and the total amount paid here _____

Check type of trip taken -

- ☐ Regular service
☐ All expense tour
☐ Charter flight

10. Estimate as nearly as possible (in Canadian dollars) expenditures in the U.S. by persons reported in item 7 (include food, lodging, entertainment, merchandise, gifts, automobile operation, local transportation, etc.) Include cash or credit transactions but exclude transportation costs reported above.

\$ _____ or if nil, check ☐

11. If this trip was to or from other parts of Canada via the U.S., give provinces visited _____

Please mail in the enclosed postage paid envelope. Your co-operation is appreciated.

FORM M(b)

TRIPS TO OVERSEAS COUNTRIES BY CANADIANS

(Include Hawaii, Bermuda, Caribbean countries, Mexico, other Latin American countries, etc.)

1. Place where you left Canada _____ Date _____ day month year

Place where you re-entered Canada _____ Date _____ day month year

2. Main purpose of trip

- ☐ Business
☐ Convention, conference or seminar
☐ Holiday (include vacation or other pleasure)
☐ Visiting friends or relatives
☐ Other (please specify)

3. Type of trip taken

- ☐ All expense tour by plane
☐ All expense cruise by ship
☐ Charter flight
☐ Regular service by plane or ship

4. Place of residence in Canada

City or town _____
 Province _____

5. Number of persons covered in this report

Adults
 Children (under 16 years)

6. International transportation between Canada and overseas. Report approximate cost (cash or credit transactions) including taxes on transportation and other expenses aboard plane or ship.

7. Approximate expenditures (cash or credit transactions) in countries other than the United States for food, rent, lodging, entertainment, merchandise, gifts, automobile operation, local transportation, etc. Include "Prepaid Tours" or "Pay Later Plans" but exclude the amount shown in item 6 as international transportation

Canadian
\$

Outward service

Canadian
\$

Direct ☐ or via the U.S. ☐

☐ Air _____
 Name of airline

☐ Ship _____
 Name of vessel or steamship line

Inward service

Direct ☐ or via the U.S. ☐

☐ Air _____
 Name of airline

☐ Ship _____
 Name of vessel or steamship line

(omit cents)

Name countries visited

Number of
nights in
each country

Where possible
give the
amount spent
in each
country

(omit cents)

If you travelled through the United States en route to and/or from other countries, complete the following:

8. Place of departure from the U.S. _____ Place of re-entry into the U.S. _____

9. Give number of nights spent in the United States during this trip

10. Approximate expenditures (Canadian dollars) while in the United States. Include cash or credit transactions for living expenses, merchandise, entertainment, transportation, etc. \$ _____ (omit cents)

11. Type of transportation used to re-enter Canada from the United States _____

Please mail in the enclosed postage paid envelope. Your co-operation is appreciated.

E60A

FORM N

DOMINION BUREAU OF STATISTICS

**CANADIAN VEHICLES LEAVING CANADA AND
RETURNING ON THE SAME DAY**

The information requested on this form is necessary
in estimating total expenditures of Canadian
travellers outside Canada and is used for statistical
purposes only.

Number of persons with vehicle _____

Length of stay in the United States
(hours only) _____

Approximate amount spent while in the
United States on this trip for all pur-
poses. Examples: gas, oil, repairs,
food, beverages, merchandise, gifts,
amusements, etc., including credit card
purchases. Include expenditures of all
persons with vehicle..... \$ _____
(omit cents)

Indicate whether -

☐ Canadian dollars

☐ United States dollars

Type of Vehicle -

☐ Motor car

☐ Motorcycle

☐ Bicycle

☐ Taxi

☐ Commercial Vehicle

See Instructions for Port Officers

2207-4: 8-5-64

Travel between Canada and other countries

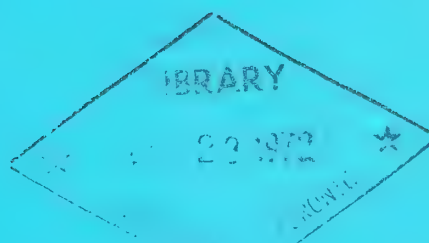
1971

HISTORICAL SUPPLEMENT

Voyages entre le Canada et les autres pays

1971

SUPPLÉMENT CHRONOLOGIQUE



STATISTICS CANADA — STATISTIQUE CANADA

Balance of Payments and Financial Flows Division — Division de la balance des paiements et des flux financiers

TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

VOYAGES ENTRE LE CANADA ET LES AUTRES PAYS

1971

Historical Supplement on International Travel Statistics 1946 to 1971

Supplément chronologique sur la statistique des voyages internationaux 1946 à 1971

Published by Authority of
The Minister of Industry, Trade and Commerce

Publication autorisée par
le ministre de l'Industrie et du Commerce

December - 1972 - Décembre
2307-503

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Information Canada
Ottawa

FOREWORD

This publication is a statistical report on travellers between Canada and other countries. The report provides estimates of international travel expenditures arising from all types of movements across the frontiers. Many of the movements are short-term and local in character arising from close inter-relationships of communities lying near the border. Commuting, temporary migration for employment, business travel, and shopping visits, comprise parts of the movements as well as summer residents and vacation travellers usually associated with the "tourist" business.

The data, therefore, do not coincide with the movements and expenditures which for some purposes might be defined more specifically as relevant for the "tourist" industry. While the latter industry would comprise only part of the international business shown in this report, that industry does on the other hand also include the large and growing domestic sector of tourism not covered in this publication.

In using statistical data in this report it should be noted that some of the averages are derived from data covering many of the groups of transactions noted above. For example, figures of average expenditures applying to certain categories of international traffic must, for the purpose of this report, reflect the spending of all groups of travellers who cross the border. They are, therefore, not necessarily representative of groups generally regarded as tourists travelling for recreation.

SYLVIA OSTRY,

Chief Statistician of Canada.

AVANT-PROPOS

On trouvera dans le présent bulletin la statistique des voyages entre le Canada et les autres pays. La publication contient des estimations des dépenses internationales de voyage lors de tous les types de déplacement qui comportent le franchissement d'une frontière. Dans de nombreux cas, il s'agit de voyages de courte durée et à caractère local ayant pour origine des relations étroites entre localités frontalières. Le travail frontalier, les migrations temporaires liées à l'emploi, les déplacements d'affaire, les emplettes sont à l'origine d'une partie des voyages, tout comme les estivants et les vacanciers, qui évoquent en général l'idée de "tourisme".

Par conséquent, les données ne représentent pas strictement les voyages et les dépenses que l'on définit parfois comme relevant de l'industrie touristique. D'une part, cette dernière ne comprendrait qu'une partie des voyages internationaux du présent bulletin, alors qu'elle inclut, d'autre part, les nombreux voyages intérieurs qui augmentent sans cesse mais qui ne sont pas pris en compte ici.

Lors de l'utilisation des présentes données statistiques, il faut se rappeler que certaines moyennes sont tirées de données concernant un grand nombre des groupes d'opération dont nous venons de parler. Par exemple, les dépenses moyennes de certaines catégories de voyages internationaux doivent, dans le présent bulletin, traduire les dépenses de tous les groupes de voyageurs qui franchissent une frontière. Elles ne représentent donc pas nécessairement les groupes dont on considère habituellement qu'ils voyagent pour leur plaisir.

SYLVIA OSTRY,

Le statisticien en chef du Canada.

SYMBOLS

The following standard symbols are used in Statistics Canada publications:

- .. figures not available.
- ... figures not appropriate or not applicable.
- nil or zero.
- amount too small to be expressed.
- p preliminary figures.
- r revised figures.

SIGNES CONVENTIONNELS

Les signes conventionnels suivants sont employés uniformément dans les publications de Statistique Canada:

- .. nombres indisponibles.
- ... n'ayant pas lieu de figurer.
- néant ou zéro.
- nombres infimes.
- p nombres provisoires.
- r nombres rectifiés.

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INTRODUCTION

Travel between Canada and other countries grew at a slower rate in 1971. Both receipts and payments from international travel increased by less than 5% compared with gains of close to 15% a year earlier. Receipts rose at a slightly higher rate than payments reducing the deficit on travel account.

The growth in travel in 1971 was dampened to a greater degree in North America than in Europe, where rapid growth rates were experienced for the second consecutive year. Travel earnings for both Canada and the United States advanced by less than 7% while European countries registered substantial gains of around 20%. In Japan, travel receipts declined following the World Exposition in Osaka by a rate identical to that experienced in Canada after Expo '67.

Since 1961, non-resident travellers visiting Canada increased by 10 million, approaching a total of 39 million in the current year. Non-residents staying one or more nights, who generate the greater portion of expenditures numbered 15 million in 1971. Canadian travel receipts, in turn, have increased almost threefold since 1961, reaching \$1,283 million. This year's receipts accounted for just under 6% of the total current receipts in the balance of payments, virtually unchanged since 1961.

Canadian travel receipts in 1971 compared with domestic exports were superseded only by dollar earnings from motor vehicle engines and parts, while ranking ahead of such items as newspaper print, crude petroleum and natural gas and wheat.

Compared with other major countries Canada ranked sixth in travel earnings from non-resident visitors in 1971. Those countries ranking ahead of Canada were, in order, the United States, Spain, Italy, Germany and France. Austria and the United Kingdom ranked closely behind Canada.

The number of Canadian residents returning from visits abroad over the past ten years has increased by 20% to a total of 35 million in 1971. Long-term travellers have doubled over the same period to a total of 11 million. Canadian travel payments have more than doubled the 1961 figure and reached a record high of \$1,494 million.

Internationally, Canada ranked third in total resident travel expenditures abroad behind the United States and Germany, but ahead of France and the United Kingdom.

L'augmentation des voyages entre le Canada et les autres pays a été moins rapide en 1971. Les recettes et les dépenses au compte des voyages internationaux se sont accrues de moins de 5 % comparativement à des gains de près de 15 % l'année précédente. Le taux d'augmentation de recettes a été légèrement supérieur à celui des dépenses, réduisant ainsi le déficit au compte des voyages.

En 1971, l'essor touristique s'est ralenti davantage en Amérique du Nord qu'en Europe où des taux d'accroissement rapide ont été enregistrés pour la deuxième année consécutive. Les recettes au compte des voyages au Canada et aux États-Unis ont augmenté de moins de 7 % alors que les pays d'Europe ont connu des gains substantiels d'environ 20 %. Au Japon, les recettes ont diminué après l'Exposition mondiale d'Osaka à un rythme identique à celui du Canada après Expo '67.

Depuis 1961, les non-résidents en visite au Canada ont augmenté de 10 millions, totalisant presque 39 millions en 1971. Cette même année, 15 millions de non-résidents ont séjourné une nuit ou plus; c'est à ce groupe que l'on peut attribuer la plus grosse part des dépenses. Pour leur part, les recettes canadiennes au compte des voyages ont presque triplé depuis 1961, atteignant 1,283 millions de dollars. Les recettes de cette année représentent un peu moins de 6 % des recettes totales actuelles de la balance des paiements et elles n'ont presque pas varié depuis 1961.

Si l'on compare les recettes du Canada au compte des voyages en 1971 aux exportations, seules les recettes monétaires des moteurs et pièces pour véhicules automobiles leur sont supérieures: elles surpassent entre autres le papier-journal, le pétrole brut, le gaz naturel et le blé.

Comparé aux autres principaux pays, le Canada vient au sixième rang pour ce qui est des recettes au compte des voyages provenant des visiteurs non résidents en 1971. Les pays qui précèdent le Canada sont, dans l'ordre, les États-Unis, l'Espagne, l'Italie, l'Allemagne et la France. L'Autriche et le Royaume-Uni suivent le Canada de près.

Le nombre de Canadiens revenant de visites à l'étranger au cours des dix dernières années a augmenté de 20 % pour atteindre un total de 35 millions en 1971. Les visites prolongées ont doublé au cours de la même période, leur total étant de 11 millions. Les dépenses au compte des voyages des Canadiens ont plus que doublé celles de 1961 et ont atteint un chiffre sans précédent de 1,494 millions de dollars.

Sur le plan international des dépenses totales des résidents en voyage à l'étranger, le Canada est troisième, après les États-Unis et l'Allemagne, avant la France et le Royaume-Uni.

A comparison with merchandise imports shows that travel payments were only surpassed by expenditures on motor vehicles, engines and parts. In total, travel payments accounted for almost 7% of all current payments, a proportion unchanged over ten years.

The share of disposable income on foreign travel has not significantly changed since 1961 at about 2.5%. Per capita expenditures on Canadian travel abroad have been steadily increasing from \$35 in 1961 to \$69 this year, in terms of current dollars.

Une comparaison avec les importations de marchandises indique que les dépenses au compte des voyages ont été surpassées seulement par les dépenses pour les moteurs et pièces de véhicules automobiles. Au total, elles représentent près de 7 % de toutes les dépenses actuelles, taux qui n'a pas varié depuis dix ans.

La part du revenu disponible consacrée aux voyages à l'étranger n'a presque pas varié depuis 1961 (environ 2.5 %). L'augmentation des dépenses par Canadien au titre des voyages à l'étranger a été constante: ces dépenses sont passées de \$35 en 1961 à \$69 cette année (en dollars courants).

SECTION I

United States Travel to Canada

Visiteurs en provenance des États-Unis

Summary

The growth in travel receipts from United States residents levelled off in 1971 with a gain of only 4% compared with increases of 13% and 8% in the two previous years. The slower rate of growth may reflect the uncertain economic climate prevailing in 1971 and the appreciation of the Canadian dollar which moved close to parity in terms of the United States dollar.

The first six months showed a slightly higher growth (5.2%) than the last six months (3.9%) with an actual decrease in receipts in the fourth quarter compared with 1970. The economic restraints imposed by the United States in August to alleviate an unfavourable trade balance may have induced some slowdown in the last part of the year.

The number of United States travellers visiting Canada in 1971 totalled 38.4 million, 3.5% more than last year. The bulk of this traffic or 24.1 million persons entered Canada and left on the same day while the remaining 14.3 million stayed one or more nights in Canada. The latter classification, although small in number, generated \$977 million in receipts and increased at a quicker rate (4.6%) than the short-term group (2.2%) which contributed \$132 million in receipts.

On average there was one visit in 1971 for every 5 residents of the United States. This, of course, includes repeat visits, excursionists and commuters. Considering long-term travel only, the proportion is reduced to 1 for every 14.

Canada received the greatest share of United States travel payments abroad; some 26% in 1971 unchanged from the previous year. Mexico was the second single country with 19% while the whole European and Mediterranean area accounted for 36%.

In terms of United States dollars, per capita disposable personal income of United States residents was \$3,595. Per capita spending in all foreign countries excluding passenger fares was \$21 of which Canada's share was \$5.

The private car remained the dominant form of transport (86%) for United States residents visiting Canada. About 12.7 million automobiles with 33.2 million visitors were reported entering Canada during 1971. The number of vehicle visits represents 14% of all automobiles registered in the United States, the same proportion as 1970.

Résumé

L'accroissement des recettes au compte des voyages en provenance de résidents des États-Unis s'est stabilisé en 1971 avec un gain de seulement 4 % comparativement à des augmentations de 13 % et 8 % les deux années précédentes. Cette diminution du taux reflète peut-être l'incertitude du climat économique de 1971 et la revalorisation du dollar canadien qui a presque atteint la parité avec le dollar É.-U.

L'accroissement a été légèrement plus élevé au cours des six premiers mois (5.2 %) qu'au cours des six derniers (3.9 %) car il y a eu diminution réelle des recettes au quatrième trimestre comparativement à 1970. Les restrictions économiques imposées par les États-Unis en août afin de réduire un solde commercial déficitaire ont peut-être été à l'origine d'un certain ralentissement à la fin de l'année.

Le nombre de voyageurs des États-Unis en visite au Canada en 1971 a totalisé 38.4 millions, soit 3.5 % de plus que l'année dernière. La majorité d'entre eux (24.1 millions de personnes) est entrée au Canada et sortie le même jour alors que les autres (14.3 millions) ont séjourné une nuit ou plus au pays. Quoique peu nombreux, le dernier groupe a apporté 977 millions de dollars de recettes et il a augmenté plus rapidement (4.6 %) que le groupe des courtes visites (2.2 %) qui a fourni 132 millions de dollars de recettes.

En 1971, la moyenne a été d'une visite pour 5 résidents des États-Unis; ce nombre inclut les visites répétées, les excursions et les migrations quotidiennes. Dans le cas des visites prolongées seulement, la proportion diminue à 1 pour 14 personnes.

Le Canada a bénéficié de la plus grande proportion des dépenses des États-Unis au compte des voyages à l'étranger: quelque 26 % en 1971 (tout comme en 1970). Le Mexique a été le deuxième pays (19 %) alors que l'ensemble de l'Europe et la région de la Méditerranée ont bénéficié de 36 %.

En dollars É.-U., le revenu disponible personnel par résident des États-Unis était de \$3,595. Les dépenses par habitant dans tous les pays étrangers, non compris le prix des billets de transport, étaient de \$21 dont \$5 allaient au Canada.

La voiture particulière demeure le principal moyen de transport des résidents des États-Unis (86 %) en visite au Canada. Selon les déclarations, environ 12.7 millions d'automobiles contenant 33.2 millions de visiteurs sont entrées au Canada en 1971. Le nombre de visites-voitures représente 14 % de toutes les voitures immatriculées aux États-Unis, soit la même proportion qu'en 1970.

The rate of growth in air travel stabilized in 1971 following substantial increases in 1970 and 1969. Bus travel grew at a rate of 14%, while rail travel was affected by the reorganization of international rail service between Canada and the United States.

The travel characteristics of United States visitors to Canada remained basically similar to last year. The majority of travellers originated from the Middle Atlantic and East North Central regions. The main destinations reported by respondents to survey questionnaires were Ontario and Quebec. The prime reasons for coming to Canada were for recreation and visits to friends or relatives. The main type of lodging used while in Canada remained hotels, motels, or resorts. The average length of stay of long-term travellers was about 5 nights.

Type of Transportation

The automobile was the primary mode of transportation of United States residents visiting Canada in 1971, representing almost 87% of all entries. This proportion represented 33.2 million visitors and compares with 32.0 million in the previous year. Expenditures by this group were estimated at \$787 million of which \$681 million was spending by those remaining one or more nights in Canada.

In 1971, 8.4 million vehicles were recorded as entering and leaving Canada on the same day carrying 21.3 million United States residents. This group spent an estimated \$106.3 million or an average of \$5.00 per person.

Long-term automobile visitors numbered 11.9 million, a 6.5% increase over 1970. The average rate of growth (excluding 1967) per year in long-term automobile visitors since 1964 has fluctuated marginally. The growth in absolute numbers over the period was 2 million visitors.

United States resident visitors by plane numbered 1.3 million, accounting for 3.3% of total visitors. Long-term plane visitors increased absolutely by 37,000 entries, while expenditures increased \$32.4 million over the previous year.

Total expenditures of plane visitors were estimated at \$215.7 million, or 19% of total United States resident expenditure in Canada. A total of 36,000 private planes carrying 120,000 passengers including crews entered Canada in 1971 and is included in the above overall figures.

Total bus visitors from the United States numbered 1.2 million, up 13.8% from last year. A portion of this increase may be attributed to a decline in rail

L'accroissement des voyages aériens s'est stabilisé en 1971, après des augmentations importantes en 1970 et en 1969. Les voyages en autocar ont augmenté de 14 % alors que les voyages en chemin de fer ont souffert de la réorganisation du service international entre le Canada et les États-Unis.

Les caractéristiques des voyages des visiteurs des États-Unis au Canada sont demeurées presque les mêmes. La majorité des voyageurs provenaient de la région centrale de la côte atlantique et du centre nord-est. Selon les déclarations des enquêtés, les principales destinations étaient l'Ontario et le Québec. Les principales raisons de la visite au Canada étaient les loisirs et les visites à des amis ou des parents. Le principal type de logement utilisé chez nous est demeuré celui des hôtels, motels ou centres de villégiature. Dans le cas des visites prolongées, la durée moyenne du séjour était d'environ 5 nuits.

Moyen de transport

L'automobile était le principal mode de transport des résidents américains en visite au Canada en 1971; elle englobait près de 87 % de toutes les arrivées. Cette proportion représentait 33.2 millions de visiteurs comparativement à 32.0 millions l'année précédente. Les dépenses de ce groupe ont été évaluées à 787 millions de dollars dont 681 millions provenaient des personnes qui ont séjourné une nuit ou plus au Canada.

En 1971, on a compté 8.4 millions de véhicules qui sont entrés et sortis le même jour et qui transportaient 21.3 millions de résidents américains. On estime que ce groupe a dépensé 106.3 millions de dollars ou une moyenne de \$5 par personne.

Les visites prolongées en automobile ont été de 11.9 millions, soit 6.5 % de plus qu'en 1970. Le taux annuel moyen d'accroissement (non compris 1967) des visites prolongées en automobile depuis 1964 a très peu varié. La progression absolue au cours de la même période a été de 2 millions de visiteurs.

Les résidents des États-Unis au nombre de 1.3 million ont effectué des visites en avion (3.3 % du total des visiteurs). L'augmentation absolue des visites prolongées en avion a été de 37,000 entrées et les dépenses se sont accrues de 32.4 millions de dollars par rapport à 1970.

Les dépenses totales des visiteurs en avion ont été estimées à 215.7 millions de dollars, ou 19 % des dépenses totales des résidents des États-Unis au Canada. Un total de 36,000 avions particuliers transportant 120,000 personnes (y compris les membres d'équipage) est arrivé au Canada en 1971; ce nombre fait partie du chiffre total mentionné ci-dessus.

Le total des visiteurs en autocar en provenance des États-Unis a été de 1.2 million (13.8 % de plus que l'année dernière). Une partie de cette augmentation provient

service. Expenditure by this group was estimated at \$84.0 million or approximately 7% of total receipts.

United States resident visitors by rail numbered 64,000 as compared to 126,000 last year. The decrease this year is primarily due to the termination of a major portion of international passenger service between Canada and the United States. This category of visitors spent an estimated \$10.8 million, a substantial decline from \$22.5 million spent last year. Overall total receipts of rail visitors represented 1% of aggregate Canadian travel receipts from United States residents.

Total boat visitors numbered 572,000, down from 598,000 last year. This decrease may be partially due to the severe weather conditions that occurred during the first quarter and part of the second quarter, thus delaying the opening of some ports. Long-term boat visitors numbered 335,000 and spent an estimated \$10 million. United States residents entering Canada by private craft numbered 230,000. The majority of this total (80%) entered at ports in Ontario followed by British Columbia (15%).

Region of Origin

The majority of United States residents visiting Canada were residents of states bordering on Canada's frontier. These states accounted for 93.2% of all United States visitors. The Middle Atlantic region accounted for 30.5%, the East North Central region 26.9%, the Pacific region 14.2%, the New England region 12.7%, the West North Central region 6.1% and the Mountain region 2.8%.

A more refined grouping of area and state of origin is summarized in Table 72 of the historical supplement. As indicated by the footnotes, definitional and procedural changes introduced in 1967 have altered direct comparisons by individual states. However, it is clear that the states closest to the border generate the bulk of United States automobile traffic. New York, Michigan, Ohio, Washington and Pennsylvania are the leading states.

In the last 5 years, New York was the main state of origin of United States automobiles, representing between 17% and 20% of the total while Michigan followed closely with between 14% and 16% of United States automobiles staying one or more nights. The individual proportions attributed to Pennsylvania, Ohio and Washington approximated 6% to 9%.

probablement de la diminution du service ferroviaire. Selon les estimations, les dépenses de ce groupe ont atteint 84.0 millions de dollars ou environ 7 % des recettes totales.

Cette année, 64,000 résidents des États-Unis sont venus en chemin de fer, au lieu de 126,000 l'an dernier. La diminution de cette année est due surtout à la cessation d'une importante partie du service-voyageur international entre le Canada et les États-Unis. On estime à 10.8 millions de dollars le montant dépensé par cette catégorie de visiteurs, ce qui représente une importante diminution comparativement à l'année dernière (22.5 millions). Les recettes totales globales produites par les visiteurs ferroviaires représentent 1 % de l'agrégat des recettes des voyages effectués au Canada par des résidents des États-Unis.

Le nombre total de visiteurs en bateau a été de 572,000 comparativement à 598,000 l'année dernière. Cette diminution est probablement due en partie au mauvais temps du premier trimestre et d'une partie du deuxième trimestre qui a retardé l'ouverture de certains ports. Trois cent trente-cinq mille personnes ont effectué des visites prolongées en bateau et on estime qu'elles ont dépensé 10 millions de dollars. Sur les 230,000 résidents américains arrivés au Canada dans des embarcations particulières, la majorité (80 %) est entrée par des ports de l'Ontario, les ports de la Colombie-Britannique venant en deuxième place (15 %).

Région d'origine

La majorité des résidents des États-Unis en visite au Canada venait des états frontaliers. Ces états englobaient 93.2 % de tous les visiteurs américains. Le centre de la région Atlantique représentait 30.5 %, le centre nord-est, 26.9 %, le Pacifique, 14.2 %, la Nouvelle-Angleterre, 12.7 %, le centre nord-ouest, 6.1 % et les Montagnes, 2.8 %.

Un regroupement plus détaillé des régions et des états d'origine apparaît au Tableau 72 du supplément chronologique. Comme l'expliquent les notes, les modifications des définitions et des méthodes introduites en 1967 ont influencé les comparaisons directes selon chaque état. Il demeure toutefois évident que les états les plus rapprochés de la frontière ont fourni la majorité du tourisme en automobile. Les principaux États sont ceux de New York, du Michigan, de l'Ohio, de Washington et de Pennsylvanie.

Au cours des 5 dernières années, l'État de New York a été principal territoire d'origine des automobiles des États-Unis, représentant entre 17 % et 20 % du total; le Michigan suit de près avec un pourcentage variant entre 14 et 16 pour les automobiles des États-Unis séjournant une nuit ou plus. La proportion de la Pennsylvanie, de l'Ohio et de l'État de Washington est d'environ 6 % à 9 %.

Province of Main Destination

Statistics on the main province of destination of United States resident travellers in Canada are derived from responses to a voluntary questionnaire distributed by Customs officials on entry into Canada.

Although many United States residents visit more than one province, the following provides data on the province of main destination and not the provinces visited. The analysis is restricted to visitors staying one or more nights, but does include some non-automobile traffic entering and leaving on the same day.

The Atlantic Provinces attracted 945,000 United States visitors, an increase of 131,000 from last year. This total accounted for 6.4% of all long-term United States visitors to Canada. Automobile visitors remaining one or more nights numbered 864,000 of which 469,000 resided in the New England region, and 253,000 in the Middle Atlantic region.

There was a significant increase in the use of camping facilities in the Atlantic Provinces in 1971; 227,000 automobile visitors indicated this type of lodging as compared with 162,000 in the previous year. Further examination shows that this type of lodging was only exceeded by visitors who used resorts, hotels or motels (369,000). Those remaining with friends or relatives ranked third with 219,000 visitors.

The province of Quebec ranked second in popularity with United States residents as a main destination, with 3.6 million visitors.

Automobile visitors numbering 2.8 million came mainly from the Middle Atlantic and New England regions. The types of accommodation used most by long-term automobile visitors in Quebec were resorts, hotels and motels (67.8%), and visiting the homes of friends and relatives (18.3%).

An estimated 6.4 million United States residents gave Ontario as their main province of destination compared with 6.2 million last year. United States automobile visitors remaining one or more nights in Ontario accounted for 48% of long-term automobile entries. Geographically, the East North Central region accounted for 2.6 million visitors, followed by 2.1 million from the Middle Atlantic region. United States visitors indicating resorts, hotels or motels as type of accommodation used numbered 2.4 million. Those visitors staying at the homes of friends or relatives numbered 1.1 million.

The provinces of Manitoba, Saskatchewan and Alberta attracted 1.3 million United States residents. Alberta recorded approximately 0.2 million more

Province de destination principale

Les statistiques sur la province de destination principale des voyageurs des États-Unis au Canada proviennent des réponses à un questionnaire volontaire remis par les douaniers à l'arrivée au Canada.

Bien que de nombreux résidents des États-Unis visitent plus d'une province, les données ci-dessous concernent la province de destination principale et non les provinces visitées. L'analyse se limite aux visiteurs séjournant une nuit ou plus mais comprend aussi certaines personnes entrant et sortant le même jour par un moyen autre que l'automobile.

Les provinces de l'Atlantique ont attiré 945,000 visiteurs américains; il s'agit là d'une augmentation de 131,000 comparativement à l'année dernière. Ce total représente 6.4 % de toutes les visites prolongées au Canada. Les automobilistes séjournant une nuit ou plus ont été au nombre de 864,000 dont 469,000 provenaient de la Nouvelle-Angleterre et 253,000 du centre de la région Atlantique.

Il y a eu augmentation substantielle de l'utilisation des installations de camping dans les provinces de l'Atlantique en 1971; 227,000 automobilistes ont utilisé ce type d'hébergement comparativement à 162,000 l'année dernière. Une analyse plus poussée indique que seuls les visiteurs dans les hôtels, motels ou lieux de villégiature ont été plus nombreux (369,000). Au troisième rang, 219,000 visiteurs ont logé chez des amis ou des parents.

La province de Québec vient au second rang de la popularité pour la destination principale des résidents des États-Unis avec 3.6 millions de visiteurs.

Les automobilistes (2.8 millions) venaient surtout du centre de la région Atlantique et de Nouvelle-Angleterre. Les automobilistes effectuant des visites prolongées au Québec ont surtout séjourné dans les hôtels, motels ou lieux de villégiature (67.8 %) et visité des amis ou des parents (18.3 %).

On estime à 6.4 millions les résidents des États-Unis qui ont inscrit l'Ontario comme province de destination principale alors que 6.2 millions l'avaient inscrit l'année dernière. Les automobilistes des États-Unis séjournant une nuit ou plus en Ontario englobaient 48 % des visiteurs pour une période prolongée. Au point de vue géographique le centre nord-est a fourni 2.6 millions de visiteurs, suivi du centre de la région Atlantique (2.1 millions). Comme type d'hébergement, 2.4 millions de visiteurs américains ont inscrit les hôtels, motels ou lieux de villégiature; 1.1 million ont logé dans des maisons d'amis ou de parents.

Le Manitoba, la Saskatchewan et l'Alberta ont intéressé 1.3 million de résidents des États-Unis. L'Alberta a vu environ 0.2 million de visiteurs de plus cette année, alors

visitors this year, whereas Manitoba recorded a decrease of 0.3 million visitors. The large decrease this year may in part be the consequence of Manitoba's centennial occurring in 1970.

The majority of long-term automobile visitors to the provinces of Manitoba and Saskatchewan resided in the West North Central region of the United States and accounted for 86% and 56% of total province entries respectively.

United States visitors to Alberta came mainly from the Pacific region (34.6%) and the Mountain region (19.8%). The two most popular types of accommodation used in this group of provinces were resorts, hotels or motels, and camping facilities which accounted for 52.6% and 29.5% of aggregate province totals. Those who indicated staying at the homes of friends or relatives accounted for 14.1% of this group's total entries.

The province of British Columbia including the Yukon and the Northwest Territories attracted 1.9 million United States visitors, a slight increase from last year. This total accounted for 13% of aggregate long-term entries. The majority of United States residents visiting this part of Canada resided in the Pacific region and numbered 1.1 million, with the remainder scattered widely over the other 9 regions of the United States. Type of lodging statistics for long-term automobile traffic show that 745,000 visitors stayed at resorts, hotels or motels, followed by camping facilities (315,000) and staying at the home of friends or relatives (203,000).

Purpose of Trip

Total traffic was divided into 3 categories for purposes of analysis: same day automobile traffic, one or more nights automobile traffic and non-automobile traffic (plane, bus, rail and boat).

In 1971, 19.8 million United States automobile visitors indicated recreational purposes as their main purpose of trip. This total was comprised of 11.5 million same day and 8.3 million long-term automobile visitors.

Non-automobile visitors primarily came for recreational purposes, followed by business reasons and visiting the homes of friends and relatives.

Length of Stay

An analysis of the length of stay of United States automobile visitors shows that 21.3 million visitors remained in Canada for only one day. Further

que le Manitoba en a vu 0.3 million de moins. L'importante diminution de cette année dépend un peu du fait que 1970 était l'année du centenaire du Manitoba.

La majorité des automobilistes en visite prolongée au Manitoba et en Saskatchewan résidaient dans le centre nord-ouest des États-Unis et représentaient respectivement 86 % et 56 % des entrées totales.

Les visiteurs américains en Alberta venaient surtout du Pacifique (34.6 %) et des Montagnes (19.8 %). Les deux types d'hébergement les plus populaires dans ces trois dernières provinces ont été les hôtels, motels ou lieux de villégiature et les terrains de camping (52.6 % et 29.5 % des agrégats provinciaux). Une partie des entrées totales de ce groupe (14.1 %) ont inscrit un séjour à une maison d'amis ou de parents.

La Colombie-Britannique (y compris le Yukon et les Territoires du Nord-Ouest) s'est méritée la visite de 1.9 million d'Américains, il s'agit là d'une légère augmentation sur l'année dernière. Ce total représente 13 % des agrégats des visites prolongées. La majorité des résidents des États-Unis en visite dans cette partie du pays venaient du Pacifique (1.1 million) alors que le reste se répartissait entre les autres 9 régions des États-Unis. Selon les statistiques sur le type de logement des visites prolongées en automobile, 745,000 automobilistes ont séjourné dans des hôtels, motels ou lieux de villégiature, 315,000 dans des terrains de camping et 203,000 chez des amis ou des parents.

But du voyage

Pour faciliter l'analyse, tous les visiteurs ont été répartis en 3 catégories: les automobilistes demeurant une journée, les automobilistes demeurant une nuit ou plus et les visiteurs autres qu'en automobiles (avion, autocar, chemin de fer et bateau).

En 1971, 19.8 millions d'automobilistes des États-Unis ont inscrit les loisirs comme but principal du voyage. De ce nombre, 11.5 millions sont repartis le même jour et 8.3 millions ont effectué des visites prolongées.

Les visiteurs qui n'ont pas utilisé l'automobile sont venus d'abord pour des loisirs, ensuite pour affaire et en troisième lieu, pour rendre visite à des amis ou des parents.

Durée de séjour

L'analyse de la durée de séjour des automobilistes américains indique que 21.3 millions de visiteurs sont demeurés au Canada un jour seulement, une analyse plus

examination shows that approximately 8.0 million visitors stayed for a period of between 2 - 5 days and 3.8 million visitors stayed anywhere from 6 - 21 days. Those visitors remaining 22 days or longer numbered 200,000.

In total, United States resident visitors stayed 108.3 million days in Canada or an average of 2.8 days. The number of nights spent by long-term travellers numbered 69.8 million or an average of 4.9 nights. Further examination shows that these averages have fluctuated minimally over the past 5 years.

poussée démontre qu'environ 8.0 millions de visiteurs sont demeurés de 2 à 5 jours et 3.8 millions sont demeurés de 6 à 21 jours. Ceux qui sont demeurés 22 jours et plus ont été au nombre de 200,000.

Au total, les résidents des États-Unis sont demeurés 108.3 millions de jours en visite au Canada, soit une moyenne de 2.8 jours. Le nombre de nuits de séjour selon les visites prolongées a été de 69.8 millions, soit une moyenne de 4.9 nuits. Une analyse plus détaillée de ces moyennes indique que la variation a été minime au cours des 5 dernières années.

SECTION II

Overseas Visitors to Canada

Visiteurs en provenance d'outre-mer

Summary

In spite of the easing of currency restrictions and expansion of travel allowances by many countries the growth in overseas resident travel to Canada did not significantly change in 1971.

Overseas visitors to Canada in 1971 numbered 543,000, a 1.4% increase from the previous year. Unlike the 1970 total which showed increases in each of the monthly intervals the growth in 1971 was primarily confined to July and the latter 3 months of the year.

Not surprisingly, the third quarter was the largest in terms of overseas travel to Canada. Visitors during this period accounted for 46.0% of entries, a proportion similar to that in 1970. Quarterly data show an increase in the relative share of visitors during the fourth quarter of the year, with overseas visitors entering during this period accounting for 17.5% of aggregate entries, as compared to 16.4% last year.

The largest number of overseas visitors to Canada visited in the month of July and accounted for 21.1% of the year's total.

Estimated receipts from overseas visitors in 1971 totalled \$154 million, including \$53 million in transportation fares paid to Canadian carriers, and compares with \$152 million in total spending last year.

This year's total receipts are the same level as the record spending of overseas visitors during Canada's centennial year. An analysis of previous year's data reveals that since 1950 the growth in receipts has been linear and doubling approximately every 7 years.

A disaggregation of visitors shows that 27.7% of overseas visitors were from the United Kingdom compared with 29.5% in 1970. Visitors from OECD countries in Europe accounted for 36.5% of aggregate entries, unchanged from the previous year. A further breakdown of the above category shows that 41.9% of this total were residents of Germany or France.

Estimated expenditures by area of residence indicate that visitors from the United Kingdom spent \$42 million, comparable to \$44 million spent the previous year. Visitors from the other OECD in Europe group spent \$54 million in 1971, a slight increase from last year.

Résumé

Malgré la diminution des restrictions monétaires et l'augmentation de l'allocation de devises aux voyageurs dans de nombreux pays, l'augmentation des voyages au Canada de résidents d'outre-mer a été faible en 1971.

En 1971, 543,000 visiteurs d'outre-mer sont venus au Canada, soit 1.4 % de plus que l'année dernière. Contrairement à 1970, où il y avait eu augmentation chaque mois, en 1971, l'accroissement se retrouve en juillet et au dernier trimestre.

Comme il fallait s'y attendre, le troisième trimestre a été le plus important pour les voyageurs d'outre-mer au Canada. Les visiteurs de cette période englobaient 46.0 % des entrées, proportion semblable à celle de 1970. Les données trimestrielles font ressortir une augmentation de la part relative des visiteurs au quatrième trimestre de l'année car les visiteurs d'outre-mer à cette période représentaient 17.5 % des arrivées agrégatives, comparativement à 16.4 % l'année dernière.

Le plus important nombre de visiteurs d'outre-mer au Canada a été constaté en juillet et représentait 21.1 % du total annuel.

On estime à un total de 154 millions de dollars les recettes provenant des visiteurs d'outre-mer en 1971; ce montant inclut 53 millions de dollars de frais de transport versés à des transporteurs canadiens alors que les recettes avaient atteint 152 millions de dollars en 1970.

Les recettes totales de cette année provenant des visiteurs d'outre-mer ont atteint le niveau sans précédent de l'année du centenaire du Canada. L'analyse des données antérieures révèle que depuis 1950 l'accroissement des recettes a été linéaire, doublant environ tous les 7 ans.

La ventilation des visiteurs indique que 27.7 % des visiteurs d'outre-mer venaient du Royaume-Uni comparativement à 29.5 % en 1970. Les visiteurs des pays de l'O.C.D.E. (Europe) représentaient 36.5 % de toutes les entrées, le même pourcentage que l'année précédente. Une répartition plus poussée de cette dernière catégorie indique que 41.9 % du total étaient des résidents de l'Allemagne ou de la France.

Les dépenses estimatives selon la région de résidence révèlent que les visiteurs du Royaume-Uni ont dépensé 42 millions de dollars, contre 44 millions l'année précédente. Les visiteurs de l'O.C.D.E. ont dépensé 54 millions de dollars en 1971, soit un peu plus que l'année dernière.

Overseas visitors remained in Canada an estimated 9.8 million nights, a 7.4% decrease from 1970. The average nights stay decreased from 19.7 to 18.0 in the current year. The decrease in average expenditure per trip from \$192 to \$186 was in part a reflection of the decrease in length of stay.

Province of destination data shows that 45.8% of overseas visitors indicated Ontario as their prime destination followed by Quebec 28.5% and British Columbia 14.7%.

Overseas visitors entering Canada by immigration category showed that 80.8% of total entries were in the group "Tourist and visitors class". This grouping includes all persons entering Canada for the purposes of recreation and visiting friends and relatives and for purposes other than the categories of workers in transit as specified in Table 32. These data are extracted from the IMM 700 arrival/departure card used primarily as a control document to record the entry and departure of visitors.

Port and Province of Entry

Port and province of entry statistics show that the majority of overseas visitors entered in Ontario (245,100 entries or 45.1%), and Quebec (187,100 entries or 34.4%). These represent no significant change in volume from a year earlier.

Alberta, although accounting for only 3.9% of total entries, recorded the largest increase both absolutely and relatively at 4,100 entries and 24.3% respectively.

British Columbia recorded an absolute increase of the same magnitude as Alberta, but relatively, overseas visitors to British Columbia represented 13.0% of total entries.

Overseas visitors recorded by principle port of entry show that the largest number of visitors entered at Toronto International Airport (192,400 or 35.4%) followed by Montreal International Airport at Dorval (140,800 or 25.9%) and Vancouver International Airport (52,000 or 9.6%).

The increase in overseas visitors entering at Toronto International Airport was 4.7% greater than a year earlier. Further examination shows that in 1968 the proportion of traffic entering through Toronto Airport was 30.1%. The percentage increase in traffic through this airport since 1968 has been 76.5%, with the greatest growth occurring in 1969.

Overseas visitor entries through Montreal International Airport show this port's share of total entries

Selon les estimations, les visiteurs d'outre-mer ont séjourné 9.8 millions de nuits au Canada, ce qui représente une diminution de 7.4 % par rapport à 1970. La moyenne de ce séjour est passée de 19.7 nuits à 18.0 pour cette année. La diminution de la moyenne des dépenses par voyage (\$192 contre \$186) est due en partie au raccourcissement des séjours.

Les données sur la province de destination révèlent que 45.8 % des visiteurs d'outre-mer ont inscrit l'Ontario comme principale destination; viennent ensuite le Québec (28.5 %) et la Colombie-Britannique (14.7 %).

Les visiteurs d'outre-mer entrant au Canada, selon la catégorie d'immigration, fait ressortir que 80.8 % des entrées totales étaient du groupe "tourisme et visite". Ce groupe comprend toutes les personnes arrivant au Canada pour des loisirs et des visites à des amis ou des parents ou pour un but autre que les catégories de travailleurs de passage (voir Tableau 32). Ces données proviennent de la Fiche d'arrivée et de départ (IMM 700) utilisée surtout comme document de contrôle des arrivées et des départs des visiteurs.

Port et province d'entrée

Les statistiques sur le port et la province d'entrée indiquent que la majorité des visiteurs d'outre-mer arrive en Ontario (245,000 entrées ou 45.1 %) et au Québec (187,000 entrées ou 34.4 %). Comparativement à un an plus tôt, il n'y a pas eu de changement remarquable du volume des arrivées.

L'Alberta n'enregistre que 3.9 % des entrées totales, mais c'est dans cette province que l'augmentation absolue et relative a été la plus forte, avec 4,100 entrées et 24.3 % respectivement.

La Colombie-Britannique a enregistré un accroissement absolu semblable à celui de l'Alberta mais l'accroissement relatif des visiteurs d'outre-mer représentait 13.0 % des entrées totales.

La statistique des visiteurs d'outre-mer selon le principal port d'entrée indique que la plus forte proportion est arrivée à l'aéroport international de Toronto (192,000 ou 35.4 %), suivie de l'aéroport international de Montréal (Dorval) (140,800 ou 25.9 %) et de l'aéroport international de Vancouver (52,000 ou 9.6 %).

À l'aéroport international de Toronto, 4.7 % de plus de visiteurs d'outre-mer sont arrivés l'année dernière. Une analyse plus détaillée fait apparaître qu'en 1968 la proportion des arrivées à l'aéroport de Toronto avait été de 30.1 %. L'augmentation du pourcentage des arrivées à cet aéroport depuis 1968 a été de 76.5 % et la plus forte hausse s'est produite en 1969.

La statistique des visiteurs d'outre-mer arrivant à l'aéroport international de Montréal permet de constater

declined to 25.9% in 1971, a 3.8% decrease from a year earlier and from 30.1% in 1968.

Overseas visitors entering through Vancouver International Airport have more than doubled since 1968. The growth in total entries in 1971 was 8.4% over last year. The largest increase in non-resident entries was through Edmonton International Airport which showed a 37.9% rise from a year earlier.

Overseas visitors entering Canada via the United States, more specifically those entering through the ports of Niagara Falls, Fort Erie, Lacolle and Phillipsburg, are those visitors that remain one or more nights in Canada. Same day entries were not recorded on the IMM 700. In 1971 all of the above mentioned, with the exception of Phillipsburg, recorded decreases in overseas visitor traffic from last year. The relative share of traffic through each of the above ports has not considerably changed since 1968, when the percentages were 4.5%, 3.5%, 4.5% and 1.3%, respectively.

Country of Residence

Data on the country of residence is derived from the IMM 700 and is based on the permanent residence of visitors. This does not necessarily imply the country of birth, nationality or citizenship.

The largest segment of overseas visitors came from the United Kingdom, although this year's total of 150,300 was 4.7% less than the previous year. Overseas visitors from the United Kingdom since 1967 have accounted for approximately 30.0% of total overseas entries, with the exception of the current year which accounted for 27.7% of total visits.

Receipts since 1967 reveal that spending by residents of the United Kingdom has approximated 27.0% of total overseas visitor spending in Canada. This figure includes international transportation fare payments to Canadian carriers.

Overseas visitors from OECD countries in Europe numbered 198,200 and accounted for 36.5% of total entries. This proportion has been slowly increasing as the percentage was 34.0% in 1968. Visitors from this area accounted for 35.1% of total spending, a portion comparable to that of the 2 previous years.

Further disaggregation by country shows that following the United Kingdom, residents of Germany made 45,800 visits, France 37,200 visits, the Netherlands 29,100 visits, Japan 25,900 visits and Italy 18,700 visits. These reflect annual percentage increases of 11.0, 1.0, 10.9, 3.9 and 17.5 respectively and no change for Italy.

une diminution de 3.8 % des entrées totales; ces dernières y représentaient 25.9 % du total de 1971 alors qu'elles avaient été de 30.1 % en 1968.

Les visiteurs d'outre-mer entrant à l'aéroport international de Vancouver ont plus que doublé depuis 1968. En 1971, le mouvement ascendant du total a été de 8.4 %. La plus forte majoration des entrées de non-résidents s'est produite à l'aéroport international d'Edmonton, et a atteint 37.9 % de plus que l'année précédente.

Les visiteurs d'outre-mer entrant au Canada via les États-Unis, surtout par les postes de Niagara Falls, Fort Erie, Lacolle et Phillipsburg, sont ceux qui ont séjourné une nuit ou plus au pays. Ceux qui séjournaient pendant moins de 24 heures n'étaient pas inscrits sur la Fiche IMM 700. En 1971, tous ces endroits, sauf Phillipsburg, ont connu des diminutions dans le nombre de visiteurs d'outre-mer. La proportion relative des entrées de chacun de ces ports a très peu varié depuis 1968; elle était de 4.5 %, 3.5 %, 4.5 %, et 1.3 % respectivement.

Pays de résidence

Les renseignements sur le pays de résidence proviennent de la Fiche IMM 700 et se fondent sur l'adresse permanente des visiteurs. Il n'y a pas forcément de rapport avec le pays de naissance, la nationalité ou la citoyenneté.

Le plus grand nombre de visiteurs d'outre-mer venait du Royaume-Uni bien que le total de l'année (150,300) représente une diminution de 4.7 % par rapport à l'année précédente. Les visiteurs du Royaume-Uni représentent environ 30.0 % des entrées totales depuis 1967 mais ce n'est pas le cas cette année, où le taux correspondant a été de 27.7 %.

Les recettes depuis 1967 révèlent que les dépenses des résidents du Royaume-Uni représentaient environ 27.0 % des dépenses totales des visiteurs d'outre-mer au Canada. Ce chiffre inclut le prix des billets internationaux acquitté aux transporteurs canadiens.

Les visiteurs d'outre-mer en provenance de pays de l'O.C.D.E. (Europe) ont été au nombre de 198,200, ce qui représente 36.5 % des entrées totales. Cette proportion augmente légèrement, puisque le pourcentage était de 34.0 en 1968. Les visiteurs de cette région sont responsables de 35.1 % des dépenses totales, proportion comparable à celle des 2 années antérieures.

Une ventilation additionnelle selon le pays permet de constater que, venant après les résidents du Royaume-Uni, les résidents d'Allemagne ont effectué 45,800 visites, ceux de France, 37,200, ceux des Pays-Bas, 29,100, les résidents du Japon, 25,900 et ceux d'Italie 18,700. Ces chiffres traduisent des taux annuels d'augmentation de 11.0, 1.0, 10.9, 3.9 et 17.5 respectivement mais aucune variation pour l'Italie.

Analysis of the above noted countries shows that relative share of visits since 1968 has virtually remained unchanged with the exception of Japan which increased from 3% to approximately 5% in 1971.

Province of Destination

Province of destination data is acquired through the distribution of a voluntary response questionnaire to all visitors from overseas countries upon entering Canada.

The majority of overseas visitors to Canada indicated Ontario as their main province of destination. In 1971, Ontario recorded 248,600 overseas visitors or 45.8% of total entries. This aggregate represented a 9.0% increase from a year earlier. The proportion of overseas residents visiting Ontario has not significantly changed since 1968 when the percentage was 43.4. Overseas visitor travel to Ontario has increased 58.0% since 1968, whereas total overseas visitors to Canada have increased 49.9% over the same period. Overseas visitors in Ontario spent an estimated \$43.4 million (excluding transportation fares to Canadian carriers) compared with \$42.4 million spent the previous year. Since 1968 overseas visitor expenditure in Ontario has approximately doubled.

Overseas visitors to Quebec numbered 155,000 in 1971, a 2.4% increase from last year. This total accounted for 28.5% of total overseas entries, a proportion which has remained similar over the last three years. Expenditures of overseas visitors to Quebec were estimated at \$28.9 million, similar to that of last year and representing 28.5% of total overseas visitor spending in Canada. This proportion which was 35.2% in 1968 has slowly been declining.

When viewing the dollar changes from 1968 one must bear in mind that these changes are not necessarily changes in real spending but include the prevailing level of price change from year to year.

Further disaggregation shows that 55.0% of total United Kingdom resident visitors gave Ontario as their main destination, compared with 53.0% last year. This proportion has not significantly changed from 1968 when it was approximately 56%. Visitors from the United Kingdom accounted for 33.3% of aggregate visits to Ontario in 1971, a percentage slowly declining since 1968 when it was 41.1%.

United Kingdom visitors to Quebec in 1971 numbered 24,300, a 6.9% decline from the previous year. This total accounted for 16.2% of aggregate United Kingdom visitors to Canada compared with 18.2% in 1968. Further inspection shows that United

L'analyse des pays ci-dessus laisse voir que la proportion relative des visites depuis 1968 est demeurée presque la même, sauf pour le Japon, dont la part est passée de 3 % à environ 5 % en 1971.

Province de destination

Les données sur la province de destination sont fournies grâce à la distribution d'un questionnaire volontaire remis à tous les visiteurs d'outre-mer à leur arrivée au Canada.

La majorité des visiteurs d'outre-mer au Canada ont inscrit l'Ontario comme province de destination principale. En 1971, l'Ontario a vu arriver 248,600 visiteurs d'outre-mer (45.8% des entrées totales), ce qui représente une augmentation de 9.0% par rapport à l'année précédente. La variation de la proportion des résidents d'outre-mer en visite en Ontario a été faible depuis 1968, où elle atteignait 43.4%. Les visiteurs d'outre-mer en Ontario ont augmenté de 58.0% depuis 1968 alors que le total des visiteurs d'outre-mer au Canada a augmenté de 49.9% au cours de la même période. En Ontario, ces visiteurs ont dépensé approximativement 43.4 millions de dollars (non compris le prix des billets acquitté aux transporteurs canadiens), comparativement à 42.4 millions en 1970. Depuis 1968, les dépenses des visiteurs d'outre-mer en Ontario ont presque doublé.

Les visiteurs d'outre-mer au Québec ont été au nombre de 155,000 en 1971, ce qui constitue une augmentation de 2.4 % par rapport à 1970. Ce chiffre représente 28.5 % du total des entrées de voyageurs en provenance d'outre-mer, proportion demeurée semblable au cours des 3 dernières années. On estime à 28.9 millions de dollars les dépenses des visiteurs d'outre-mer au Québec, montant semblable à celui de l'année dernière et représentant 28.5% des dépenses totales des visiteurs d'outre-mer au Canada. Cette proportion a diminué lentement depuis 1968 car elle était alors de 35.2 %.

Lorsqu'on examine la variation des montants depuis 1968, il ne faut pas oublier qu'il ne s'agit pas nécessairement d'une variation des dépenses réelles mais que l'effet de l'évolution des prix d'année en année y est également pour quelque chose.

Une ventilation supplémentaire montre que 55.0 % du total des visiteurs résidents du Royaume-Uni ont inscrit l'Ontario comme destination principale, comparativement à 53.0 % l'année dernière. Cette proportion n'a pas varié sensiblement depuis 1968 alors qu'elle était de 56 %. Les visiteurs du Royaume-Uni justifient de 33.3 % de l'ensemble des visites en Ontario en 1971, pourcentage qui a diminué lentement depuis 1968 alors qu'il était de 41.1 %.

En 1971, 24,300 visiteurs du Royaume-Uni sont venus au Québec, soit 6.9 % de moins que l'année précédente. Ce total représente 16.2 % de tous les visiteurs du Royaume-Uni au Canada comparativement à 18.2 % en 1968. Une étude plus poussée permet de découvrir que

Kingdom visitors accounted for 15.7% of all Quebec entries, a percentage changing minimally since 1969.

The Province of British Columbia attracted 22,200 United Kingdom residents in 1971 which accounted for 14.8% of total United Kingdom resident visitors and 27.9% of aggregate overseas visitors. The annual growth in the volume of visitors from the United Kingdom since 1968 has fluctuated between 11% and 15%.

The majority of overseas visitors from France indicated Quebec as their main destination. In 1971 this percentage was 72.3%, down from 74.8% a year earlier. Although there has been an increase in absolute numbers, the relative share of visitors from France indicating Quebec as main destination has decreased from 78.9% in 1968. A cross-sectional view shows that residents of France accounted for 17.4% of total overseas visitors to that province.

In 1971, Ontario attracted 5,900 visitors from France, compared with 4,200 visitors the previous year. This total accounted for 15.9% of all visitors from France and 2.4% of aggregate visits to Ontario. The former relationship increased by 4.5% from last year, whereas the latter has only changed marginally since 1968.

In 1971, Ontario attracted 51.1% of all visitors from Germany. This proportion has increased substantially from the 40.7% recorded last year. Visitors from Germany accounted for 9.4% of total overseas visitors to Ontario, increasing from 7.4% the previous year.

Residents of Germany visiting Quebec since 1968 has declined from 26.4% to 22.1% in 1971. However, relative to aggregate overseas visits to Quebec, the proportion at about 6% has remained fairly constant over the interval.

In 1971, residents of Germany visiting British Columbia numbered 6,100 persons, a significant increase from a year earlier. The 1971 total accounted for 13.3% of total visitors from Germany compared with only 10.4% last year. A further dimension shows that since 1968, 6% to 8% of total overseas visitors to British Columbia are residents of Germany.

Length of Stay

Length of stay of overseas visitors is estimated from a voluntary questionnaire survey which is distributed to the visitor on entering Canada and mailed upon completion of the trip.

In 1971 visitors from overseas countries spent a total 9.8 million nights in Canada, a slight decrease

15.7 % de toutes les entrées au Québec représentaient des visiteurs du Royaume-Uni; la variation de ce pourcentage a été minime depuis 1969.

La Colombie-Britannique a attiré 22,200 visiteurs du Royaume-Uni en 1971, ce qui représente 14.8 % de tous les visiteurs du Royaume-Uni et 27.9 % de l'ensemble des visiteurs d'outre-mer. L'accroissement annuel du volume des visiteurs du Royaume-Uni depuis 1968 a fluctué entre 11 % et 15 %.

La majorité des visiteurs d'outre-mer en provenance de France ont inscrit le Québec comme destination principale. En 1971, le pourcentage était de 72.3 %, il y a eu diminution comparativement à un an plus tôt (74.8 %). Comparativement à 1968 (78.9 %), il y a eu augmentation en termes absolus mais diminution en termes relatifs du nombre de visiteurs français ayant inscrit le Québec comme destination principale. Une coupe transversale des données révèle que les Français représentent 17.4 % du total des visiteurs d'outre-mer dans cette province.

En 1971, 5,900 visiteurs français ont choisi l'Ontario contre 4,200 l'année précédente. Ce total représente 15.9 % de tous les visiteurs de France et 2.4 % de l'ensemble des visiteurs en Ontario. Dans le premier cas, il y a eu augmentation de 4.5 % au cours de l'année mais diminution minime depuis 1968 dans le second cas.

En 1971, l'Ontario a attiré 51.1 % de tous les visiteurs d'Allemagne. Cette proportion s'est accrue sensiblement depuis l'année dernière (40.7 %). De tous les visiteurs d'outre-mer en Ontario, les résidents d'Allemagne représentent 9.4 % alors qu'ils représentaient 7.4 % l'année dernière.

Les résidents d'Allemagne en visite au Québec ont diminué entre 1968 (26.4 %) et 1971 (22.1 %). Toutefois, la proportion relative par rapport à tous les visiteurs d'outre-mer au Québec est demeurée assez constante (environ 6 %) au cours de la période.

En 1971, 6,100 résidents d'Allemagne ont visité la Colombie-Britannique; c'est là une augmentation importante par rapport à l'année précédente. Le total de 1971 représente 13.3 % du total des visiteurs d'Allemagne, au lieu de 10.4 % seulement l'année précédente. Un autre aspect de l'analyse révèle que depuis 1968, 6 à 8 % du total des visiteurs en Colombie-Britannique étaient des résidents d'Allemagne.

Durée de séjour

La durée de séjour des visiteurs d'outre-mer est évaluée à partir du sondage volontaire auquel participe le visiteur qui reçoit un questionnaire lors de son entrée au Canada et le met à la poste à la fin de son voyage.

En 1971, les visiteurs de pays d'outre-mer ont passé un total de 9.8 millions de nuits au Canada, ce qui représente

from a year earlier. This aggregate represented an average length of stay per person of 18.0 nights as compared to 19.7 nights the previous year.

Viewing nights and average length of stay on a broad basis shows that total nights spent in Canada has increased by 2.6 million since 1968, although average length of stay has diminished by approximately 2 nights.

Average length of stay by individual country varied widely. Visitors from the United Kingdom in 1971 spent an average of 24.8 nights in Canada, a slight decrease from last year but not significantly changed since 1968. Visitors from France recorded an average length of stay of 15.6 nights, no change from a year earlier. Visitors from Germany stayed on an average 23.9 nights, 1.7 nights longer than last year. Visitors from the Netherlands remained in Canada 25.2 nights, 2.4 nights longer than last year but below the record average of 29.4 in 1968. Overall, visitors from the OECD countries of Europe only spent an average of 18.7 nights in Canada, down 2.4 nights from the previous year.

une faible diminution par rapport à l'année précédente. Ce total représente une durée moyenne de séjour par personne de 18.0 nuits contre 19.7 nuits l'année d'avant.

Si l'on étudie les nuits et la durée moyenne de séjour en général, on constate que le total des nuits passées au Canada a augmenté de 2.6 millions depuis 1968 bien que la durée moyenne de séjour ait diminué d'environ 2 nuits.

La durée moyenne de séjour varie largement d'un pays à l'autre. En 1971, les visiteurs du Royaume-Uni ont passé en moyenne 24.8 nuits au Canada; c'est là une légère diminution depuis l'année dernière mais une diminution peu significative depuis 1968. Dans l'ensemble les visiteurs venant de France ont passé en moyenne 15.6 nuits (aucune variation depuis un an). Les visiteurs venant d'Allemagne sont demeurés en moyenne 23.9 nuits, soit 1.7 nuit de plus que l'année dernière. Les visiteurs en provenance des Pays-Bas ont séjourné au Canada 25.2 nuits, soit 2.4 nuits de plus que l'année dernière mais moins que le chiffre sans précédent de 1968 (29.4). Dans l'ensemble, les visiteurs des pays de l'O.C.D.E. ont passé seulement 18.7 nuits au Canada, ce qui représente une diminution de 2.4 nuits par rapport à 1970.

SECTION III

Canadian Travel to the United States

Canadiens en voyage aux États-Unis

Summary

The rate of growth in travel payments to the United States diminished in 1971 with an increase of less than 1%. This compares with an increase of 5% in 1970 and 26% a year earlier.

Unlike the trend shown in travel receipts from United States residents, payments in the first six months of the year declined by about 2%, whereas payments in the last half of the year were higher than 1970 by close to 4%. Severe winter conditions and the sluggish state of the economy may have influenced travel patterns in the earlier months of 1971. On the other hand, good summer weather, improved economic conditions, the appreciation of the Canadian dollar and price freezes in the United States may have contributed to the expansion in the latter part of the year.

Canadian visits to the United States in 1971 numbered 34.3 million, down from 35.7 million in 1970. This decrease was the result of fewer Canadian residents returning from short-term visits to the United States, 6.1% lower than 1970. Canadian residents staying one or more nights in the United States increased 2% from last year.

On average one visit of one or more nights for every 2 residents of Canada was made in 1971. This includes those returning residents who visit the United States more than once in a given year. The ratio of visits to population at the provincial level shows 3 visits for every 5 residents of Quebec, 1 for every 2 residents of Ontario and British Columbia, and 1 visit for every 3 residents of Alberta and the Atlantic Provinces.

An examination of travel payments (including passenger fares paid to United States carriers) in relation to the population of Canada shows that Canadians spent \$40 per capita on travel in the United States. The ratio fluctuated between a high of \$47 per resident of Ontario to a low of \$17 per resident of Saskatchewan.

The automobile remained the preferred mode of transportation in travel to the United States, 86% of the total re-entries and 80% of those staying one or more nights in 1971. Plane travel, although only 4% of the total and 12% of the long-term traffic, has increased at a quicker pace in recent years. Of the proportion of Canadians staying one or more nights in 1968, the automobile category made up 82% while plane formed 10%.

Résumé

Le taux d'accroissement des dépenses au titre des voyages aux États-Unis a diminué en 1971 car l'accroissement a été inférieur à 1 %. En comparaison, le taux d'augmentation était de 5 % en 1970 et de 26 % un an plus tôt.

Contrairement à la tendance des recettes au compte des voyages des résidents des États-Unis, les dépenses ont diminué d'environ 2 % au cours des 6 premiers mois alors qu'au cours du dernier semestre, elles ont dépassé celles de 1970 (près de 4 %). Un hiver rigoureux et un ralentissement de l'économie ont peut-être influencé l'orientation des voyages au cours des premiers mois de 1971. Par contre, un temps agréable en été, de meilleures conditions économiques, une revalorisation du dollar canadien et un gel des prix aux États-Unis ont pu contribuer à l'expansion du tourisme plus tard dans l'année.

Les visites de Canadiens aux États-Unis en 1971 ont été au nombre de 34.3 millions, ce qui représente une diminution par rapport à 1970 (35.7 millions). Cette régression provient d'une baisse du nombre de résidents canadiens revenant d'une courte visite aux États-Unis (6.1 % de moins qu'en 1970). Le nombre de Canadiens séjournant une nuit ou plus aux États-Unis a augmenté de 2 % pendant l'année.

En moyenne, il y a eu une visite d'une nuit ou plus pour 2 résidents du Canada en 1971. Ceci inclut les résidents qui effectuent plus d'une visite par an aux États-Unis. Le ratio des visites par rapport à la population au niveau provincial indique 3 visites pour 5 résidents au Québec, 1 pour 2 résidents en Ontario et en Colombie-Britannique et 1 pour 3 résidents en Alberta et aux provinces de l'Atlantique.

L'étude des dépenses au compte des voyages (y compris le prix des billets acquitté aux -transporteurs américains) par rapport à la population du Canada révèle que les Canadiens ont dépensé \$40 par habitant lors de voyages aux États-Unis. Le ratio varie entre un plafond de \$47 par résident de l'Ontario et un seuil de \$17 par résident de la Saskatchewan.

L'automobile demeure le mode de transport privilégié pour les voyages aux États-Unis: 86 % du total des retours et 80 % des séjours d'une nuit ou plus en 1971. Bien que les voyages par avion représentent seulement 4 % du total et 12 % des visites prolongées, ils ont augmenté plus rapidement au cours des dernières années. Pour l'ensemble des Canadiens qui ont séjourné une nuit ou plus en 1968, l'automobile représentait 82 % et l'avion, 10 %.

Canadian travellers staying one or more nights in the United States during 1971 remained about the same number of days, an average of 8, and spent the same amount per day, an average of \$11. Half of these travellers visited the New England and Middle Atlantic Regions; almost 60% reported holidays as their main reason for visiting the United States; and 50% used resorts, hotels or motels.

Type of Transportation

The majority of Canadian resident visitors to the United States travel by automobile. In 1971 residents of Canada made 29.3 million visits to the United States which represented a 4.6% decrease in absolute numbers from last year. This year's aggregate accounted for 86% of all Canadian resident visits.

The decrease this year was attributable to the group leaving and returning on the same day. The long-term category increased marginally by 2%. This latter group of resident travellers spent \$501 million which accounted for 56% of total expenditures in the United States.

Canadian residents who re-entered by plane in 1971 numbered 1.3 million, a slight increase from last year. Total expenditures by this group was \$269 million, which includes transportation fares paid to U.S. carriers, and compares with \$244 million spent in 1970. The increase in the spending of plane travellers of 10% in part offset the decline in the automobile categories and contributed to the slight increase in overall payments.

In 1971, Canadian residents re-entering by bus numbered 729,000, up 7.6% from 1970. Approximately 90% of this group remained in the United States one or more nights. Spending by bus travellers remained similar to last year at around \$67 million. The average length of stay at 10.7 days is the largest of any category. The average expenditure per person day was \$8.60, down from \$11.30 last year.

In 1971, 27,000 Canadian residents re-entered from the United States by rail, a 69% decrease from a year earlier. This decrease in rail service primarily results from a lack of demand for such service evidenced by the closing of train service through the ports of: Lacolle, Sarnia, Emerson, and White Rock. Expenditures by this group declined sharply to \$3.6 million and compare with \$11.2 million the previous year. Total expenditures of Canadian residents re-entering by rail accounted for only 1% of aggregate expenditure in the United States this year.

Les voyageurs canadiens séjournant une nuit ou plus aux États-Unis en 1971 sont demeurés à peu près le même nombre de jours (une moyenne de 8) et ont dépensé le même montant par jour (une moyenne de \$11). La moitié de ces personnes a visité les régions de la Nouvelle-Angleterre et du centre de la région Atlantique; près de 60 % ont dit aller aux États-Unis pour des loisirs et 50 % ont logé dans des lieux de villégiature, à l'hôtel ou au motel.

Moyen de transport

La majorité des résidents canadiens qui ont visité les États-Unis ont voyagé en automobile. En 1971, les Canadiens ont effectué 29.3 millions de visites aux États-Unis, ce qui représente une diminution de 4.6 % du nombre absolu de l'année dernière. Le total de cette année représente 86 % de toutes les visites des résidents canadiens.

La baisse de cette année est attribuable au groupe sortant et rentrant le même jour. La catégorie des visites prolongées a augmenté quelque peu (2 %). Ce groupe de voyageurs a dépensé 501 millions de dollars, ce qui explique 56 % des dépenses totales aux États-Unis.

Les résidents canadiens rentrant en avion en 1971 étaient au nombre de 1.3 million, ce qui représente une légère augmentation par rapport à 1970. Les dépenses totales de ce groupe ont été de 269 millions de dollars (y compris le prix des billets acquitté aux transporteurs américains) alors qu'elles avaient été de 244 millions en 1970. L'augmentation de 10 % des dépenses des voyageurs aériens a contrebalancé en partie la diminution des dépenses des automobilistes et a contribué à une légère augmentation de l'ensemble des dépenses.

En 1971 comparativement à 1970, 7.6 % de plus (729,000) de résidents canadiens sont rentrés en autocar. Environ 90 % de ce groupe ont séjourné aux États-Unis une nuit ou plus. Les dépenses des voyageurs en autocar sont demeurées à un niveau semblable à celui de l'année dernière (environ 67 millions de dollars). La durée moyenne du séjour (10.7 jours) est la plus importante de toutes les catégories. Les dépenses moyennes par personne étaient de \$8.60 alors qu'elles étaient de \$11.30 l'année précédente.

En 1971, 27,000 résidents canadiens sont rentrés des États-Unis en chemin de fer, soit 69 % de moins qu'un an auparavant. Cette diminution du service ferroviaire provient surtout de l'absence de demande d'un tel service comme en témoigne l'arrêt du service ferroviaire aux postes de Lacolle, Sarnia, Emerson et White Rock. Les dépenses de ce groupe ont sensiblement diminué: elles sont tombées à 3.6 millions de dollars alors qu'elles étaient de 11.2 millions l'année précédente. Les dépenses totales des résidents canadiens rentrant en chemin de fer représentent seulement 1 % des dépenses totales aux États-Unis cette année.

A total of 2.8 million Canadian residents re-entered by other methods of transportation. These include commercial trucks, bicycles and motorcycles, local buses and pedestrians. Spending by this group was only \$7 million and the average expenditure was \$2.50.

Province of Residence

Estimates of the numbers and expenditures of Canadian travellers in the United States by province of residence exclude Canadian motorists leaving and returning on the same day, and "other methods". Information on same day automobile traffic is only available by province of re-entry.

Residents of the Atlantic Provinces visiting the United States in 1971 numbered 616,000 and accounted for 6.1% of total Canadian resident visits. Expenditure by this group of travellers was estimated at \$46 million or 5.4% of aggregate Canadian travel expenditures in the United States. Travellers from the Atlantic Provinces spent on an average \$74 per person.

Residents of Quebec visiting the United States numbered 3.5 million visits. This group of travellers continued to take more trips per capita to the United States than from any other region in Canada. Spending was estimated at \$248 million with an average expenditure of \$70. Total expenditure by this group accounted for 29% of total Canadian resident spending in the United States this year.

Residents of Ontario visiting the United States numbered 3.7 million and accounted for 37% of all Canadian resident re-entries. These travellers spent an estimated \$366 million in the United States, similar to that in 1970. Residents of Ontario recorded an average expenditure per person trip of \$98, the largest of any province.

Canadian travellers resident of Manitoba, Saskatchewan and Alberta, made 1.1 million visits, a slight decline from the previous year. The proportions of total visits by residents of Alberta and Saskatchewan remained comparable to 1970, whereas the percentage attributed to Manitoba was 4.3% in 1971 and 5.1% the previous year. Total expenditure by residents of these three provinces was estimated at \$103 million with an average expenditure per person trip of \$93.

Residents of British Columbia, the Yukon and Northwest Territories recorded 1.1 million visits to the United States. This aggregate declined from 1.2 million last year which perhaps is partly due to the British

Au total, 2.8 millions de résidents canadiens sont rentrés en utilisant d'autres moyens de transport. Il s'agit des voyageurs par camion commercial, par bicyclette et par motocyclette, par autobus local, ainsi que des piétons. Les dépenses de ce groupe sont de seulement 7 millions de dollars et la moyenne des dépenses est de \$2.50.

Province de résidence

Les estimations du nombre et des dépenses des Canadiens en voyage aux États-Unis selon la province de résidence excluent les automobilistes sortant et rentrant le même jour et le groupe "autres moyens". Les renseignements sur les automobiles sortant et rentrant le même jour sont uniquement disponibles pour la province de rentrée.

Les résidents des provinces de l'Atlantique en visite aux États-Unis en 1971 ont été au nombre de 616,000 et ils représentent 6.1 % du total des visites des résidents canadiens. Les dépenses de ce groupe de voyageurs sont estimées à 46 millions de dollars, ou 5.4 % des dépenses agrégatives au titre des voyages de Canadiens aux États-Unis. Les visiteurs des provinces de l'Atlantique ont dépensé en moyenne \$74 par personne.

Les résidents du Québec ont effectué 3.5 millions de visites aux États-Unis. Ce groupe de voyageurs continue à effectuer plus de voyages par habitant aux États-Unis que toute autre région du Canada. Leurs dépenses sont estimées à 248 millions de dollars avec une moyenne de \$70. Les dépenses totales de ce groupe représentent 29 % des dépenses totales des Canadiens aux États-Unis cette année.

Le nombre d'Ontariens en visite aux États-Unis a été de 3.7 millions et représente 37 % de toutes les rentrées des résidents canadiens. On évalue à 366 millions de dollars les dépenses de ces voyageurs aux États-Unis, montant semblable à 1970. Les résidents de l'Ontario ont dépensé en moyenne \$98 par voyage-personne, montant le plus élevé de toutes les provinces.

Les voyageurs canadiens résidents du Manitoba, de la Saskatchewan et de l'Alberta ont effectué 1.1 million de visites, ce qui représente une légère diminution par rapport à l'année dernière. La proportion du total des visites par résident de l'Alberta et de la Saskatchewan est demeurée comparable à 1970, année où le pourcentage du Manitoba était de 4.3 en 1971, contre 5.1 en 1970. Les dépenses totales des résidents de ces trois provinces étaient de 103 millions de dollars, la dépense moyenne par voyage-personne s'établissant à \$93.

Les résidents de la Colombie-Britannique, du Yukon et des Territoires du Nord-Ouest ont effectué 1.1 million de visites aux États-Unis. Cet agrégat a diminué depuis l'année dernière (1.2 million) peut-être en partie à cause

Columbia Centennial Celebrations in 1971. Spending per person trip at \$74 was only slightly higher than for the province of Quebec.

Region of Destination

Statistics on the main region of destination by residents of Canada are tabulated from a voluntary questionnaire distributed to a sample of Canadians re-entering from the United States. The data exclude residents leaving and returning to Canada by automobile on the same day and residents returning by "other methods" of transportation.

Approximately one half of all Canadians gave either New England or the Middle Atlantic region as their main area of destination. This relationship has been stable since 1968 but with the New England region accounting for a slightly larger proportion than the Middle Atlantic region.

The South Atlantic region and the East North Central region of the United States each attracted 11% of Canadian resident visitors, a portion remaining fairly constant since 1968. The Pacific region was the main destination of about 13% of Canadian residents returning from the United States, changing only marginally since 1968.

Purpose of Trip

Canadian residents who indicated "holiday" as their main reason for visiting the United States accounted for 58% of total re-entries. Automobile travellers indicating holiday as their main purpose of trip accounted for 63% of this category's total. Canadian residents visiting friends and relatives accounted for 25% and business reasons 9% of which the majority were residents of Ontario.

Type of Lodging

The type of lodging used by Canadian residents in the United States changed considerably from the previous year. In 1971 those who indicated resort, hotel or motel as their main type of lodging accounted for 49.7% of total re-entries, compared with 53.7% the previous year. The decrease this year was offset by the increased utilization of camping facilities and house trailers. The latter category accounted for 13.6% of aggregate re-entries and compares with 9.2% last year. Canadian residents staying at homes of friends and relatives declined from 32.1% of aggregate re-entries to 28.3% this year.

Other types of lodging, which include the categories apartments, three or more types of lodging and no accommodation, accounted for the remaining 8.4%.

du centenaire de la Colombie-Britannique en 1971. Les dépenses par voyage-personne (\$74) étaient quelque peu supérieures à celles de la province de Québec.

Région de destination

La statistique des principales régions de destination des résidents du Canada est établie à partir d'un questionnaire volontaire remis à un échantillon de Canadiens rentrant des États-Unis. Ces données ne comprennent pas les résidents sortant et rentrant au Canada en automobile le même jour ni les résidents revenant par d'autres moyens de transport.

Environ la moitié de tous les Canadiens ont inscrit soit la Nouvelle-Angleterre ou le centre de la région Atlantique comme destination principale. Ce rapport n'a pas varié depuis 1968 mais la région de la Nouvelle-Angleterre a obtenu un nombre légèrement plus élevé que celle du centre de la région Atlantique.

Les régions du sud de la côte atlantique et du centre nord-est des États-Unis ont attiré chacune 11 % des visiteurs canadiens; c'est là une proportion qui est restée relativement constante depuis 1968. La région du Pacifique était la destination principale d'environ 13 % de résidents canadiens rentrant des États-Unis; ce chiffre a peu varié depuis 1968.

But du voyage

Les résidents canadiens ont inscrit les loisirs comme but principal de voyage dans 58 % des rentrées totales de visites aux États-Unis. Les automobilistes qui ont inscrit les loisirs comme but principal de voyage représentent 63 % du total de cette catégorie. Les résidents canadiens rendant visite à des amis ou des parents, représentent 25 % et les affaires, 9 %, pour la plupart par des Ontariens.

Type de logement

Le type de logement utilisé par les résidents canadiens aux États-Unis a changé considérablement depuis l'année dernière. En 1971, ceux qui avaient inscrit des lieux de villégiature, hôtels ou motels comme principal type de logement représentaient 49.7 % des rentrées totales alors que l'année précédente, ce chiffre était de 53.7 %. La diminution de cette année a été contrebalancée par une utilisation accrue des terrains de camping et des roulottes. La dernière catégorie représente 13.6 % de l'ensemble des rentrées contre 9.2 % l'année dernière. Le nombre de Canadiens demeurant chez des amis ou des parents est passé de 32.1 % de l'agrégat des rentrées à 28.3 % cette année.

Les autres types de logement (appartements, trois types de logement ou plus et aucun logement) expliquent les autres 8.4 %.

Length of Stay

The majority of Canadian travellers remained in the United States less than one day. In 1971, this length of stay category accounted for 22 million Canadian travellers and compares with 23 million visits last year. Canadian residents remaining in the United States in the 3 - 7 day category were estimated at 5 million, no significant change from the previous year. Overall, the length of stay categories as designated in Table 52 have not proportionally changed from the previous year.

Residents of Canada remained in the United States an estimated 103 million person days, virtually unchanged from last year. This compares with 108 million person days stay by United States residents in Canada.

Durée de séjour

La majorité des visiteurs canadiens ont séjourné aux États-Unis moins d'une journée. En 1971, cette catégorie de séjour représentait 22 millions de voyageurs canadiens mais elle en représentait 23 millions en 1970. On estime à 5 millions les Canadiens qui ont séjourné aux États-Unis pendant 3 à 7 jours, changement peu significatif par rapport à l'année dernière. Dans l'ensemble, la proportion des catégories de durée de séjour telles qu'elles apparaissent au Tableau 52 n'ont pas changé depuis l'année dernière.

Selon les estimations, les résidents du Canada ont séjourné aux États-Unis pendant 103 millions de jours-personne et ce chiffre est presque le même que l'année dernière. Il se compare aux 108 millions de jours-personne des résidents des États-Unis au Canada.

SECTION IV

Canadian Travel to Overseas Countries

Canadiens en voyage outre-mer

Summary

The growth in Canadian resident travel to overseas countries continued in 1971 as lower fares continue to lure more Canadians abroad and the introduction of youth fares has assisted in mobilizing that particular age group.

In 1971, 1,197,200 Canadian residents returned from visits to overseas countries, an 8.9% increase from the previous year. Total expenditure of Canadian residents was \$550 million, including international fare payments to foreign carriers, and compares to \$524 million spent in 1970.

International fare payments to foreign carriers represent approximately 25% of total trip expenditure of Canadians travelling abroad by foreign carriers. Fare payments of Canadian residents travelling abroad on Canadian carriers are not included in this summary since they do not involve a transferring of funds to overseas countries and do not appear in data on balance of payments. In 1971 the expenditure for transportation of Canadian residents travelling to overseas countries by Canadian carriers was equivalent to 36% of total Canadian resident spending abroad.

A quarterly breakdown of Canadian residents returning direct from overseas countries since 1969 shows that the July-September period continues to be the most popular time to travel. In 1971, 41.0% of Canadians returning direct from overseas countries returned during this period. This proportion is similar to 1968 when 42.6% of direct re-entries occurred in the third quarter. The number of direct re-entries during the July-September period did not significantly change from a year earlier, however, the relative share returning during this period declined from 44.3% in 1970 to 41.0% in the current year.

Overall, the largest relative 1971 increase occurred in the fourth quarter of the year and accounted for 16.9% of total entries. In 1970 this proportion was 14.0%. Further analysis suggests that a spreading out of the overseas travel season is occurring as the relative share of Canadian residents returning direct from overseas in the first quarter has increased from approximately 18.5% in 1969 to 21.8% in 1971.

It is estimated that 158,000 Canadians returned from overseas countries via the United States.

Canadian residents returning by boat have been slowly diminishing. In 1966, 4.0% of direct re-entries were by boat compared with 0.7% in 1971.

Résumé

L'accroissement des voyages de résidents canadiens outre-mer s'est poursuivi en 1971 car des tarifs plus bas ont continué à attirer plus de Canadiens à l'étranger et l'introduction de taux de faveur pour les jeunes n'a pas manqué de séduire ces derniers.

En 1971, 1,197,200 Canadiens sont revenus de visites outre-mer, soit 8.9 % de plus que l'année dernière. Au total, les Canadiens ont dépensé 550 millions de dollars, y compris le prix des billets internationaux acquitté aux transporteurs étrangers, au lieu de 524 millions de dollars en 1970.

Les paiements internationaux à des transporteurs étrangers représentent environ 25 % des dépenses totales des voyages de Canadiens outre-mer par l'intermédiaire des transporteurs étrangers. Les montants versés par des Canadiens à des transporteurs canadiens lors de voyages outre-mer ne sont pas inclus dans le présent résumé du fait qu'ils n'entraînent aucun virement de fonds à des pays d'outre-mer et qu'ils n'apparaissent pas dans les données sur la balance des paiements. En 1971, les dépenses de transport des résidents canadiens dont le voyage dans des pays outre-mer était assuré par des transporteurs canadiens équivalaient à 36 % des dépenses totales outre-mer des résidents canadiens.

La ventilation trimestrielle des résidents canadiens revenant directement d'outre-mer depuis 1969 indique que juillet-septembre demeure la période de prédilection pour les voyages. En 1971, 41.0 % de Canadiens sont revenus directement d'outre-mer pendant cette période. Cette proportion est semblable à celle de 1968 alors que 42.6 % étaient revenus directement au troisième trimestre. Le nombre de rentrées directes de juillet à septembre n'a pas varié sensiblement depuis l'année dernière; toutefois, la proportion de cette période est passée de 44.3 % en 1970 à 41.0 % cette année.

Dans l'ensemble, la plus forte augmentation relative en 1971 est survenue au quatrième trimestre et elle représente 16.9 % des entrées totales. En 1970, cette proportion avait été de 14.0 %. Une analyse plus poussée permet de penser qu'il y a actuellement prolongation de la saison des voyages outre-mer car la proportion relative des résidents canadiens rentrant directement au premier trimestre a augmenté, passant d'environ 18.5 % en 1969 à 21.8 % en 1971.

On estime que 158,000 Canadiens sont revenus d'outre-mer via les États-Unis.

Les résidents canadiens revenant en bateau ont diminué lentement. En 1966, 4.0 % des rentrées directes avaient été en bateau comparativement à 0.7 % en 1971.

The average expenditure in 1971 was \$341 against \$352 a year earlier. This average expenditure is spending less international transportation fares which have been excluded for the calculations. The average expenditure has changed only marginally since 1968 when it was \$350.

Total person nights in 1971 numbered 30.0 million, a 2.8% increase from the previous year. Average nights stay decreased from 26.6 in 1970 to 25.1 in 1971. Total nights stay have approximately doubled since 1968.

In 1971, Canadian resident payments to foreign carriers totalled \$142 million, an expenditure which has virtually doubled since 1968.

Total international fare payments accounted for 25.0% of total spending in 1971, a portion similar to that in 1967 with only slight departures in the intervening years.

Port of Entry

The number of Canadian residents returning direct from overseas countries is obtained from reports submitted by Customs and Immigration officials. Residents are counted at the point of re-entry and from the type of port some distinction between air and sea travel can be made.

In 1971, 99.3% of Canadian residents returning direct from overseas countries returned by plane, a proportion unchanged from a year earlier.

The number of direct re-entries by boat have been steadily declining over the last 5-year interval. In 1967, total re-entries by boat numbered 17,300 and represented 4.0% of aggregate re-entries; compared with 7,400 re-entries and 0.7% in 1971.

In 1971, Canadian residents returning direct through Toronto International Airport numbered 450,800, a 24.5% increase from a year earlier. This aggregate accounted for 43.4% of total direct re-entries and compares to 37.8% in 1970. A further examination shows that total Canadian resident re-entries through Toronto International Airport have increased three-fold since 1967, while total Canadians re-entering from visits to overseas countries have slightly more than doubled.

Canadian residents re-entering through Montreal International Airport numbered 335,100, a slight increase from last year. This aggregate accounts for 32.3% of total re-entries, a proportion similar to that of 1967. Since that year the growth in Canadian resident re-entries through Montreal Airport has accelerated at the same rate as the growth in total returning residents.

Les dépenses moyennes en 1971 étaient de \$341 contre \$352 un an plus tôt. Cette moyenne représente les dépenses moins le prix des billets internationaux acquitté aux transporteurs étrangers qui ont été exclus des calculs. La moyenne de dépenses a très peu varié depuis 1968 (\$350).

Par rapport à 1970, en 1971 il y a eu augmentation de 2.8 % du total des nuits-personne (30.0 millions). La moyenne des nuits de séjour a diminué, passant de 26.6 en 1970 à 25.1 en 1971. Le total des nuits de séjour est environ le double de ce qu'il était en 1968.

En 1971, les versements des résidents canadiens aux transporteurs étrangers totalisaient 142 millions de dollars, montant qui a presque doublé depuis 1968.

Le total des paiements de billets internationaux aux transporteurs étrangers représente 25.0 % des dépenses totales en 1971; cette proportion est semblable à ce qu'elle était en 1967 et il s'est produit peu de changements dans le nombre de départs depuis cette époque.

Poste de rentrée

Le nombre de résidents du Canada revenant directement d'outre-mer provient des questionnaires remis par les agents des Douanes et de l'Immigration. On dénombre les résidents au point de rentrée et à partir du genre de poste, on peut établir des distinctions entre les voyages aériens et maritimes.

En 1971, 99.3 % des résidents revenant directement d'outre-mer sont rentrés par avion; cette proportion n'a pas varié depuis un an.

Le nombre de rentrées directes par bateau a diminué régulièrement au cours des 5 dernières années. En 1967, le total des rentrées par bateau était de 17,300 (4.0 % de l'agrégat des rentrées) et en 1971, il était de 7,400 (0.7 %).

En 1971, 450,800 résidents canadiens sont rentrés directement par l'aéroport international de Toronto (24.5 % de plus que l'année dernière). Ce chiffre représente 43.4 % des rentrées totales directes et il se compare à 37.8 % en 1970. Si l'on poursuit cet examen, on s'aperçoit que les rentrées totales de résidents canadiens à l'aéroport international de Toronto ont triplé depuis 1967 alors que le total des rentrées des Canadiens en provenance d'outre-mer a un peu plus que doublé.

Le nombre de résidents canadiens rentrant par l'aéroport international de Montréal (335,100) a légèrement augmenté depuis 1970. Cet agrégat représente 32.3 % des rentrées totales, proportion semblable à celle de 1967. Depuis cette année, l'accroissement des rentrées des Canadiens par l'aéroport de Montréal a augmenté au même rythme que l'accroissement des rentrées totales des résidents.

In 1971 Canadian residents returning direct through ports in Vancouver numbered 86,758, a 1.7% decrease from last year. This aggregate was made up of 85,150 re-entries through Vancouver International Airport and 1,608 re-entries through the Vancouver seaport. Re-entries through the Vancouver ports in 1971 accounted for 8.3% of total Canadian direct re-entries and compares with a 9.4% average of the three previous years.

Province of Residence

Province of residence data is extracted from Questionnaire 2307-3 which is distributed to a sample of Canadians returning from overseas both directly and via the United States at the point of re-entry into Canada.

The processing of these questionnaires shows that the majority of Canadians returning from overseas visits resided in Ontario. In 1971, this total accounted for 50.0% of all returning residents, down slightly from a year earlier.

Residents of Quebec returning from overseas countries accounted for 21.4% of total re-entries, no change from last year. The number of residents of Quebec returning from visits to overseas countries has more than doubled since 1968.

Residents of British Columbia accounted for 11.4% of total re-entries in 1971, a 21.8% increase from last year. The relative share of resident re-entries from British Columbia has only changed marginally since 1968.

Residents of Alberta, Saskatchewan and Manitoba constituted 13.7% of total re-entries, an 18.8% increase from a year earlier. The relative share of re-entries by this group although not changing significantly since 1968 has increased absolutely by 131.4% over the period.

The Atlantic Provinces constituted only 3.5% of total re-entries, a slight increase from a year earlier and similar to that of 1968.

Area of Destination and Principal Country Visited

Twenty per cent of total Canadian resident travellers re-entering from abroad gave the "United Kingdom only" as their main destination. This represented a 3.0% decrease from the previous year.

Although Canadian resident visits to the "United Kingdom only" have doubled since 1967 it appears that the relative proportion of visitors to this area has slightly declined over the last 3 years.

En 1971, les résidents canadiens rentrant directement par les postes douaniers de Vancouver étaient au nombre de 86,758, soit 1.7 % de moins que l'année précédente. Cet agrégat englobait 85,150 rentrées par l'aéroport international de Vancouver et 1,608 rentrées par le port maritime de Vancouver. Les rentrées par les postes de Vancouver en 1971 expliquent 8.3 % des rentrées totales directes des Canadiens; en comparaison, la moyenne était de 9.4 % pour les 3 années précédentes.

Province de résidence

Les renseignements sur la province de résidence proviennent du Questionnaire 2307-3 qui est remis à un échantillon de Canadiens rentrant directement d'outre-mer ou via les États-Unis, à leur point de rentrée au Canada.

Le traitement de ces questionnaires établit que la majorité des Canadiens revenant de visite outre-mer résidaient en Ontario. En 1971, ce total représentait 50.0 % de toutes les rentrées; c'est là une légère diminution par rapport à l'année dernière.

Pour les résidents du Québec rentrant de pays d'outre-mer, il n'y a eu aucun changement depuis l'année dernière (21.4 % des rentrées totales). Le nombre des Québécois revenant d'outre-mer a plus que doublé depuis 1968.

Les résidents de la Colombie-Britannique représentaient 11.4 % des rentrées totales en 1971, soit 21.8 % de plus que l'année dernière. La proportion relative des rentrées des résidents de la Colombie-Britannique a peu varié depuis 1968.

Les résidents de l'Alberta, de la Saskatchewan et du Manitoba étaient responsables de 13.7 % des rentrées totales (18.8 % de plus qu'en 1970). La proportion relative des rentrées de ce groupe a très peu varié depuis 1968 mais l'augmentation absolue a été de 131.4 % au cours de la période.

Les provinces de l'Atlantique n'avaient que 3.5 % des rentrées totales; ce pourcentage est légèrement supérieur à celui de 1970 et semblable à celui de 1968.

Région de destination et principal pays visité

À leur retour de l'étranger, 20 % du total des résidents canadiens ont déclaré avoir visité le Royaume-Uni seulement. C'est là une diminution de 3.0 % par rapport à 1970.

Bien que le nombre de résidents canadiens qui ont visité le Royaume-Uni seulement ait doublé depuis 1967, il semble que la proportion relative des visiteurs dans ce pays ait légèrement diminué au cours des 3 dernières années.

Residents of Canada returning from trips to "other OECD countries in Europe only" accounted for 21.0% of total re-entries, a proportion which has only slightly changed over the last 5 years.

Many Canadian residents visit more than one country. Each country visited is recorded and expenditures are tabulated accordingly.

In 1971, Canadian residents returning from overseas countries made 2.5 million visits. This suggests that each returning resident on the average visited 2 countries. This compares to 1 million travellers and 2.4 million visits in 1970.

Canadian residents returning from Bermuda and the Caribbean numbered 215,000 and accounted for 18.0% of total re-entries. It appears that some resurgence in travel to this area is occurring as this proportion had declined from 20.6% in 1967 to 14.6% in 1970.

The leading country in terms of visits was the United Kingdom. Canadian residents recorded 437,000 visits to this area in 1971, a 7.1% increase from a year earlier. The current year's aggregate accounted for 17.4% of total visits.

A further breakdown shows the following: France 209,000 visits, as compared to 183,000 last year and approximately doubling since 1966; Germany 185,000 visits, an increase of 13.5% from a year earlier and comparing with 79,000 visits in 1966.

Province of residence data shows that 130,600 (54.3%) of Canadian residents returning from the United Kingdom only reside in Ontario, compared to 165,000 (66.6%) in 1970. Since Ontario resident travel overseas increased absolutely from the previous year, the above decrease was absorbed in other destinations. Statistics show a shift towards Bermuda and the Caribbean area as Ontario residents visiting this area increased by 57,000 from a year earlier. The current year's increase resulted in the relative share of Ontario residents visiting this area to increase from 63.1% in 1970 to 73.7%. In addition, the number of Ontario residents re-entering from other OECD in Europe only decreased 10,700 from the previous year.

The most significant change in Quebec resident travel abroad by area of destination occurred in the other OECD in Europe only category. In 1971, Quebec residents visiting this area numbered 94,200, as compared to 75,500 in 1970. These totals represent 37.5% and 32.9% of aggregate Canadian resident visits to this area respectively.

Les Canadiens revenant de voyages dans les autres pays de l'O.C.D.E. (Europe seulement) représentent 21.0 % des rentrées totales; cette proportion a peu varié depuis 5 ans.

De nombreux Canadiens ont visité plus d'un pays. On inscrit chaque pays visité et on calcule les dépenses selon ce pays.

En 1971, les résidents canadiens revenant de pays d'outre-mer avaient effectué 2.5 millions de visites. Ceci signifie que chaque Canadien a visité en moyenne 2 pays. En 1970, il y avait eu 1 million de visiteurs et 2.4 millions de visites.

Les résidents canadiens revenant des Bermudes et des Caraïbes étaient au nombre de 215,000 et représentaient 18.0 % du total des rentrées. Il semble y avoir reprise des voyages dans cette région car la proportion avait diminué entre 1967 (20.6 %) et 1970 (14.6 %).

Pour ce qui est des visites, le principal pays était le Royaume-Uni. Les résidents canadiens ont effectué 437,000 visites dans ce pays en 1971, soit 7.1 % de plus que l'année précédente. L'agrégat de 1971 représente 17.4 % des visites totales.

Une ventilation plus poussée permet de constater qu'il y a eu 209,000 visites en France, au lieu de 183,000 l'année dernière (ce nombre a presque doublé depuis 1966); 185,000 visites en Allemagne (13.5 % de plus qu'en 1970 et 79,000 visites en 1966).

Les données sur la province de résidence révèlent que 130,600 résidents du Canada (54.3 %) entrant du Royaume-Uni seulement résidaient en Ontario, comparativement à 165,000 (66.6 %) en 1970. Puisqu'il y a eu augmentation absolue des voyages outre-mer des résidents de l'Ontario depuis l'année dernière, la diminution précédente a donc été contrebalancée par des voyages vers d'autres destinations. Les statistiques indiquent qu'il y a maintenant préférence des voyages aux Bermudes et aux Caraïbes car les Ontariens qui ont visité ces régions l'année dernière ont augmenté de 57,000. L'augmentation de 1971 a entraîné celle de la proportion relative des résidents de l'Ontario en visite dans cette région (63.1 % en 1970 contre 73.7 % en 1971). De plus, le nombre d'Ontariens rentrant des autres pays de l'O.C.D.E. (Europe) a diminué de 10,700 comparativement à l'année précédente.

Le changement le plus important pour les résidents du Québec en voyage à l'étranger selon la région de destination concerne la catégorie autres pays de l'O.C.D.E. (Europe seulement). En 1971, 94,200 Québécois ont visité cette région comparativement à 75,500 en 1970. Ces chiffres représentent respectivement 37.5 % et 32.9 % des agrégats des visites de Canadiens dans cette région.

The increase in Quebec resident travel to other OECD in Europe only virtually absorbed the increase in Quebec resident travel abroad.

Hawaii was most attractive to residents of British Columbia. In 1971, 41.5% of total Canadian resident visitors to this area resided in British Columbia.

The proportion of residents from British Columbia visiting the United Kingdom only and other OECD in Europe only has increased significantly and accounted for 11.1% and 11.9% of total re-entries from these areas respectively. In 1970, these proportions were 6.8% and 8.8%.

Mexico was most attractive to residents of the Alberta, Saskatchewan and Manitoba group. In 1971, 38.5% of all Canadian residents visiting Mexico were residents within this grouping. This compares to 19.8% in 1970. The United Kingdom only and Hawaii also attracted a large number of residents from this group, as percentages of 13.9 and 36.5 were recorded, compared with 10.8% and 31.7% respectively last year.

Purpose of Trip

The majority of Canadian residents returning from overseas countries indicated "Holiday and recreation" as their main purpose of trip. In 1971 this group accounted for 61.4% of total re-entries from abroad compared with 57.4% in 1970. Those residents "Visiting friends and relatives" accounted for 26.1% of total re-entries compared with 29.7% the previous year.

A review of data since 1968 shows that the growth in the above two categories has been reversing. The former has been steadily increasing from 55.4% in 1968 while the latter has decreased from 31.9%. This trend may have been partially precipitated by the growth in disposable income of Canadian residents. The proportion of returning residents that indicated "Business travel" as their main purpose of trip remains at 10% and unchanged since 1968.

In 1971, 52.0% of Canadian residents visiting the United Kingdom only indicated "Visiting friends and relatives" as their main purpose of trip. This proportion has only marginally changed since 1968.

The trend towards greater holiday and recreational travel is clearly indicated in the purpose of trip category of residents visiting "other OECD countries in Europe only". This purpose of trip category has increased from 35.3% in 1968 to 47.9% with the major part of this increase occurring in the current year. The "Visiting friends and relatives" category has decreased more uniformly from 51.8% in 1968 to 35.4% this year.

L'accroissement des voyages des résidents du Québec dans les pays de l'O.C.D.E. a presque absorbé l'augmentation du nombre de Québécois en voyage à l'étranger.

Hawaï a surtout attiré les résidents de la Colombie-Britannique. En 1971, 41.5 % du total des visiteurs canadiens dans cette région venaient de la Colombie-Britannique.

La proportion des résidents de la Colombie-Britannique en visite au Royaume-Uni seulement et dans les pays de l'O.C.D.E. (Europe seulement) s'est accrue sensiblement et représente respectivement 11.1 % et 11.9 % des rentrées totales de ces régions. En 1970, les proportions correspondantes étaient de 6.8 % et 8.8 %.

Le Mexique a surtout attiré les résidents de l'Alberta, de la Saskatchewan et du Manitoba. En 1971, 38.5 % de tous les Canadiens au Mexique venaient de ces provinces. En 1970, ce taux était de 19.8 %. Le Royaume-Uni seulement et Hawaï ont également attiré un grand nombre de résidents de ces provinces; en effet, on a enregistré des pourcentages respectifs de 13.9 et 36.5 comparativement à 10.8 et 31.7 l'année précédente.

But du voyage

La majorité des résidents canadiens rentrant d'outre-mer ont inscrit les loisirs comme but principal de leur voyage. En 1971, ce groupe représentait 61.4 % des rentrées totales de l'étranger comparativement à 57.4 % en 1970. Les résidents qui ont visité des amis ou des parents représentent 26.1 % des rentrées totales comparativement à 29.7 % l'année précédente.

L'étude des données depuis 1968 révèle que l'accroissement des deux catégories ci-dessus s'est inversé. Dans le premier cas, les données ont augmenté régulièrement depuis 1968 (55.4 %) et dans le second cas, elles ont diminué (31.9 %). Cette tendance s'est accentuée en partie à cause de l'accroissement du revenu disponible des résidents canadiens. La proportion de résidents de retour qui ont inscrit les affaires comme but principal du voyage est demeurée à 10 %, et ce depuis 1968.

En 1971, 52.0 % des résidents canadiens au Royaume-Uni seulement, ont dit visiter des amis ou des parents. Cette proportion a très peu varié depuis 1968.

L'augmentation de la tendance aux loisirs est évidente chez les résidents qui ont visité les autres pays de l'O.C.D.E. (Europe seulement). De 1968 à 1971, cette catégorie est passée de 35.3 % à 47.9 % et la majeure partie de l'augmentation s'est produite cette année. Les visites à des amis ou des parents ont diminué d'une manière plus égale entre 1968 (51.8 %) et cette année (35.4 %).

As anticipated, the majority of Canadian residents travelling to Bermuda and the Caribbean, Hawaii and Mexico specified holiday and recreation as their main purpose of trip. In 1971 these percentages were 84.4, 93.9, and 78.8 and have remained relatively unchanged since 1969.

Length of Stay

Length of stay statistics of Canadian residents returning from overseas countries are extracted from a voluntary questionnaire distributed on re-entry into Canada.

In 1971, Canadian residents remained 6.4 million person nights in the United Kingdom, no significant change from the previous year.

The average length of stay of Canadian residents in the United Kingdom at 26.8 nights has changed little since 1968, the result of a uniform growth in total persons and person nights.

Canadian residents returning from other OECD in Europe only, remained 6.4 million person nights, a 0.3 million decrease from last year. With total traffic to this area increasing more rapidly than total person nights there has been a resultant decrease in the length of stay from 29.1 nights in 1970 to 25.5 nights in 1971.

The average time spent in Bermuda and the Caribbean area in 1971 was 10.9 nights, down 1.5 nights from last year. This perhaps could be the result of the availability of shorter package tours prevalent on the market today.

Canadian residents visiting Hawaii remained on an average 17.3 nights, up 1.5 nights from 1970.

Comme il fallait s'y attendre, la majorité des résidents canadiens en visite aux Bermudes et dans les Caraïbes, à Hawaï et au Mexique ont inscrit "loisirs" comme but principal du voyage. En 1971, ces pourcentages, qui sont presque les mêmes qu'en 1969, étaient de 84.4, 93.9 et 78.8.

Durée de séjour

Les statistiques sur la durée de séjour des résidents canadiens rentrant de pays d'outre-mer sont tirées d'un questionnaire volontaire remis lors du retour au pays.

En 1971, les résidents du Canada ont séjourné 6.4 millions de nuits-personne au Royaume-Uni; il y a eu très peu de changement par rapport à l'année précédente.

La durée moyenne de séjour des Canadiens au Royaume-Uni (26.8 nuits) a peu varié depuis 1968 par suite d'un accroissement uniforme du total des personnes et des nuits-personne.

Le nombre de résidents canadiens rentrant de pays de l'O.C.D.E. (Europe seulement) est demeuré à 6.4 millions de nuits-personne, ce qui représente 0.3 million de moins que l'année précédente. Le total des voyages à destination de cette région augmente plus rapidement que le total des nuits-personne; par conséquent, il y a eu diminution de la durée de séjour entre 1970 (29.1 nuits) et 1971 (25.5 nuits).

La moyenne du temps passé aux Bermudes et aux Caraïbes en 1971 était de 10.9 nuits, soit 1.5 nuit de moins que l'année dernière. Ceci peut être dû au fait que l'on organise actuellement des voyages de moindre durée.

Les résidents canadiens en visite à Hawaï sont demeurés en moyenne 17.3 nuits, soit 1.5 nuit de plus qu'en 1970.

SECTION V

Historical Supplement on International Travel Statistics 1946 to 1971

Supplément chronologique sur la statistique des voyages internationaux de 1946 à 1971

An historical series has been compiled bringing into focus statistical data since the year 1946. Many series, however, could not be extended backwards beyond the five-year period shown with the 1971 data. Several changes in reporting methods and definitions have influenced past trends. Wherever possible these factors have been explained and identified in the tables and footnotes.

Canada's balance on travel account with all countries recorded a surplus position from 1926 to 1950. Since 1951, a reversal in this pattern occurred with yearly deficit balances increasing from \$6 million to \$211 million in 1971. Exceptions to this were the years 1963 and 1967.

A selected list of some of the factors which have influenced receipts, payments and, therefore, the balances on travel account over the past years is given below, more to illustrate the type of factors which affect the statistics rather than as an attempt to provide a comprehensive explanation of changes over the period.

The post-war increase in travel was altered by the Emergency Exchange Conservation Program introduced in 1948. The resulting exchange restrictions and the limitation on goods purchased by Canadians in the United States were reflected in a decrease in payments of nearly \$40 million.

By 1951, these restrictions were completely removed and payments to the United States rose by \$53 million forcing the overall travel balance into a deficit position. Payments and the deficit balance continued to grow until 1962 with the higher value of the Canadian dollar.

In 1962 and 1963, the Canadian dollar was devalued to 92.5 cents and customs exception privileges were reduced from \$100 to \$25 with the United States and from \$200 to \$75 with overseas countries. This combination lowered payments from \$642 million to \$585 million by the end of 1963 when the travel balance reverted to a surplus of \$24 million. The decisive effect shown in 1963 became less pronounced in the following years and deficit balances returned from 1964 to 1966.

In Centennial Year, events such as Expo '67, the Pan American Games and other celebrations created an unprecedented surplus balance. The travel account

On a calculé des séries chronologiques en portant une attention particulière aux données statistiques postérieures à 1946. Pour de nombreuses séries, on ne pouvait cependant pas remonter plus loin que la période quinquennale qui comprend les données de 1971. Plusieurs modifications des modes de déclaration et des définitions ont influé sur les tendances précédentes. Lorsque la chose était possible, on a expliqué et précisé ces facteurs dans les tableaux et les notes.

La balance canadienne des paiements au titre des voyages pour tous les pays a enregistré un excédent entre 1926 et 1950. Depuis 1951, il y a eu renversement de la situation et accroissement annuel du déficit qui est passé de 6 millions de dollars à 211 millions en 1971. Les années 1963 et 1967 ont été des exceptions à cet égard.

Certains facteurs ont influé sur les recettes et les dépenses et par conséquent, la balance au compte des voyages des dernières années apparaît ici surtout dans le but de présenter le genre de facteurs qui agit sur la statistique plutôt que dans celui d'essayer d'expliquer dans le détail les changements de la période.

L'augmentation des voyages qui avait suivi la guerre a subi l'influence du programme d'urgence visant à la conservation des devises lancé en 1948. Il s'en est suivi des restrictions de change et une limitation des biens achetés par des Canadiens aux États-Unis; ceci a entraîné une diminution des dépenses de près de 40 millions de dollars.

En 1951, ces restrictions ont été supprimées complètement et les dépenses au compte des États-Unis ont augmenté de 53 millions de dollars entraînant une balance globale déficitaire au titre des voyages. Les dépenses et le déficit ont continué à progresser jusqu'en 1962 à cause de la supériorité du dollar canadien.

En 1962 et 1963, le dollar canadien a été dévalué à 92.5 cents et les exemptions douanières ont été réduites de \$100 à \$25 pour les voyages aux États-Unis et de \$200 à \$75 pour les visites aux pays d'outre-mer. Ce geste a fait diminuer les dépenses qui sont passées de 642 millions de dollars à 585 millions de dollars à la fin de 1963, où l'on a enregistré un excédent de 24 millions de dollars. Cet effet remarquable s'est atténué au cours des années suivantes car il y a eu à nouveau déficit jusqu'en 1966.

L'année du centenaire, les manifestations telles que l'Expo '67, les jeux panaméricains et d'autres ont entraîné un excédent sans précédent de la balance au compte des

returned to record deficits in 1969 and 1970 as payments to overseas countries rose by over 30% per year. In June 1969, the customs exemption privileges were changed to allow Canadians to purchase \$25 every 3 months or \$100 a year with the length of stay clause reduced from 14 to 12 days. Also a verbal declaration was allowed for goods of \$5 or less following a stay of 48 hours or more.

In 1971, Canadian payments on travel levelled off while receipts increased at a slightly quicker pace, reducing the deficit balance by \$15 million.

United States visitors and their spending has been the major source of travel income for Canada in the post-war years. In 1946, 97% of Canada's travel receipts originated from United States residents while in 1971 the proportion had fallen to 88%. Overseas travel to Canada increased at a quicker rate than United States travel to Canada through the years, especially since 1960. Improvements in air transportation and the upsurge in charter flights have certainly been important factors stimulating the growth in overseas travel over the longer run.

The volume of United States residents visiting Canada although substantial in total, includes pleasure visits for one day and workers commuting daily to their place of employment. This latter segment of travel has decreased relatively from 81% in 1946 to 63% in the current year. Conversely visits by United States residents to Canada for one or more nights has gained relatively.

The major destination of Canadian travel payments has been the United States; however, in recent years the amount going to overseas countries has gained in importance. In 1960, almost 75% of Canada's travel payments were attributed to the United States. However, in 1971 this proportion had declined by more than 10 percentage points. With rapid expansion in the past five years, both the numbers and expenditures of Canadians travelling overseas have doubled. Payments to overseas countries on travel account now form about 37% of the aggregate.

voyages. De nouveaux déficits ont été constatés en 1969 et 1970, du fait que les dépenses dans les pays d'outre-mer ont augmenté de plus de 30 % par année. En juin 1969, les exemptions douanières ont été modifiées afin de permettre aux Canadiens des achats de \$25 tous les 3 mois ou de \$100 par an avec diminution du séjour de 14 à 12 jours. On a aussi admis que les biens valant \$5 ou moins pourraient être déclarés verbalement après un séjour d'au moins 48 heures.

En 1971, les dépenses des Canadiens au compte des voyages se sont stabilisées et les recettes ont augmenté un peu plus rapidement; ce qui s'est traduit par une diminution du déficit (15 millions de dollars).

Les visiteurs des États-Unis et leurs dépenses ont été la principale source de revenu au compte des voyages pour le Canada dans les années qui ont suivi la guerre. En 1946, 97 % des recettes des voyages au Canada provenaient de résidents américains alors qu'en 1971, la proportion est descendue à 88 %. Les voyages de résidents d'outre-mer au Canada ont augmenté plus rapidement que ceux des Américains au cours des années, surtout depuis 1960. En définitive, l'amélioration des transports aériens et l'essor des vols nolisés ont sans doute stimulé sensiblement l'accroissement des voyages en provenance d'outre-mer.

Bien que le volume des résidents des États-Unis en visite au Canada paraisse important dans l'ensemble, il inclut des visites de loisirs pour une journée et les déplacements des travailleurs frontaliers. Ce dernier groupe a diminué relativement entre 1946 (81 %) et 1971 (63 %). Inversement, les visites de résidents américains pour une nuit ou plus ont relativement augmenté en importance.

La majorité des dépenses au compte des voyages de Canadiens étaient destinées aux États-Unis; toutefois, au cours des dernières années, les montants destinés aux pays d'outre-mer ont pris de l'importance. En 1960, près de 75 % des dépenses des voyages des Canadiens sont allés aux États-Unis. Par contre, en 1971, cette proportion avait diminué de plus de 10 points de pourcentage. Grâce à l'expansion rapide des 5 dernières années, le nombre et les dépenses des Canadiens en voyage outre-mer ont doublé. Les dépenses dans les pays d'outre-mer au compte des voyages représentent environ 37 % de l'ensemble.

CHART-1

GRAPHIQUE -1

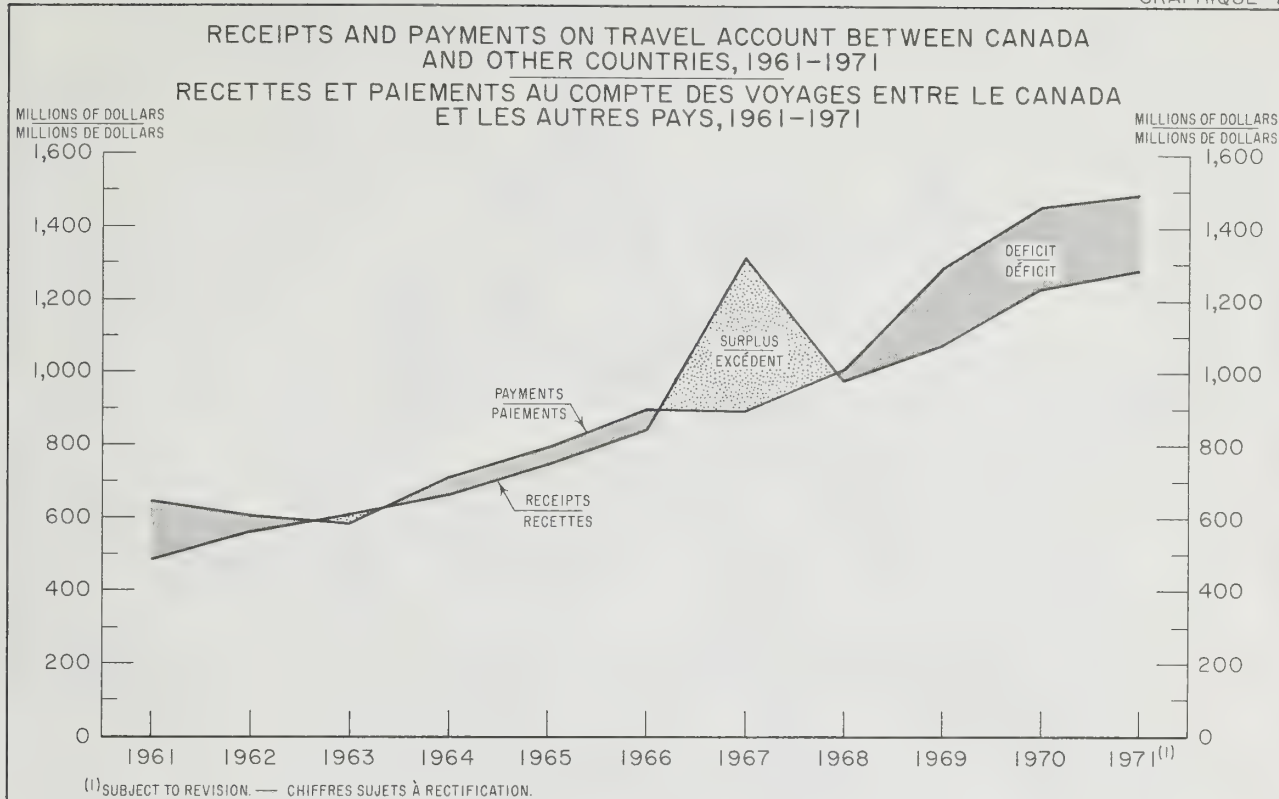


CHART-2

GRAPHIQUE -2

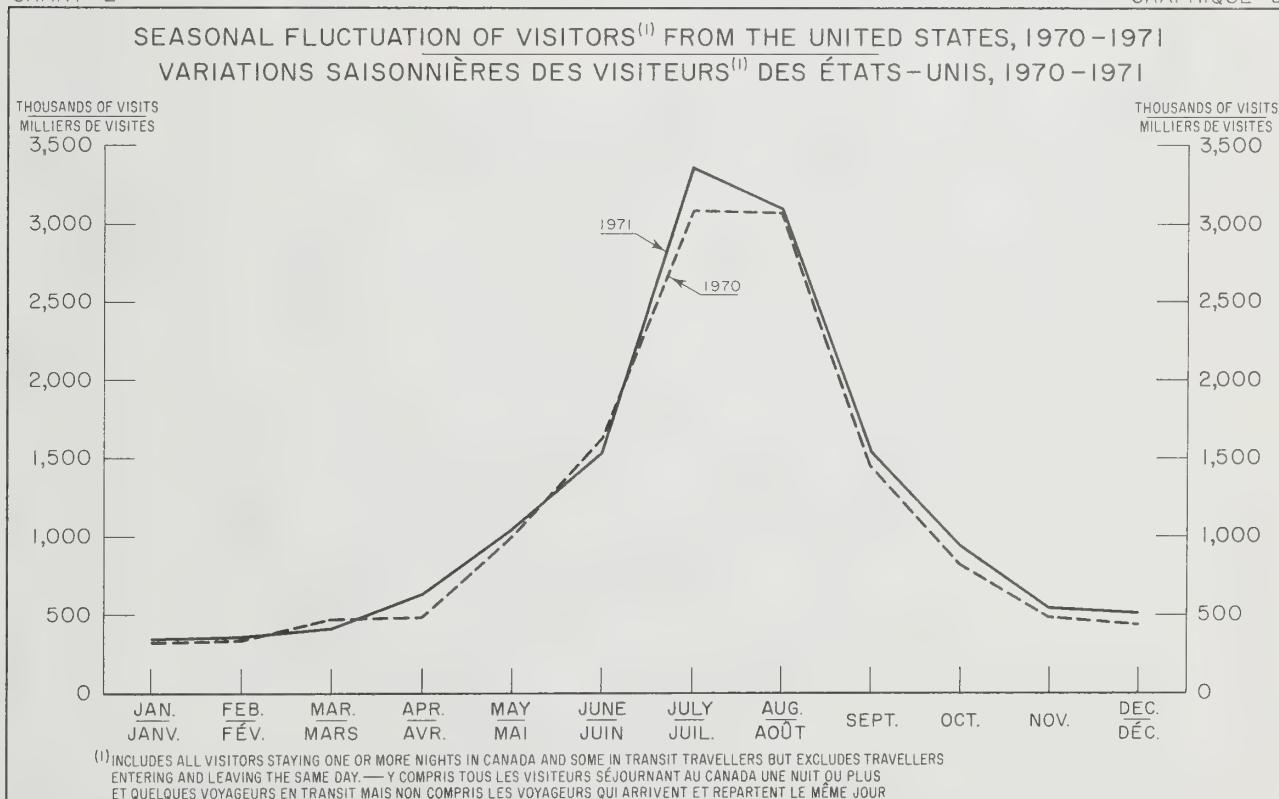
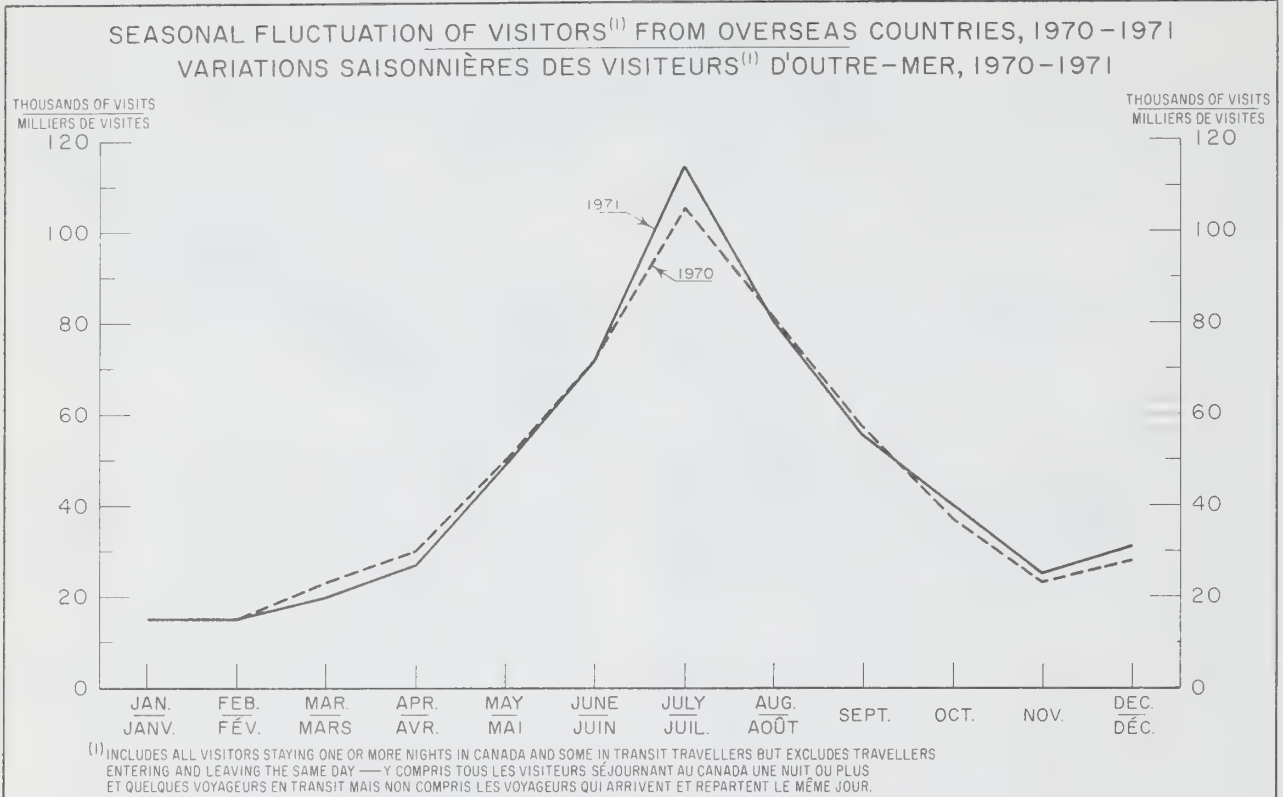


CHART-3

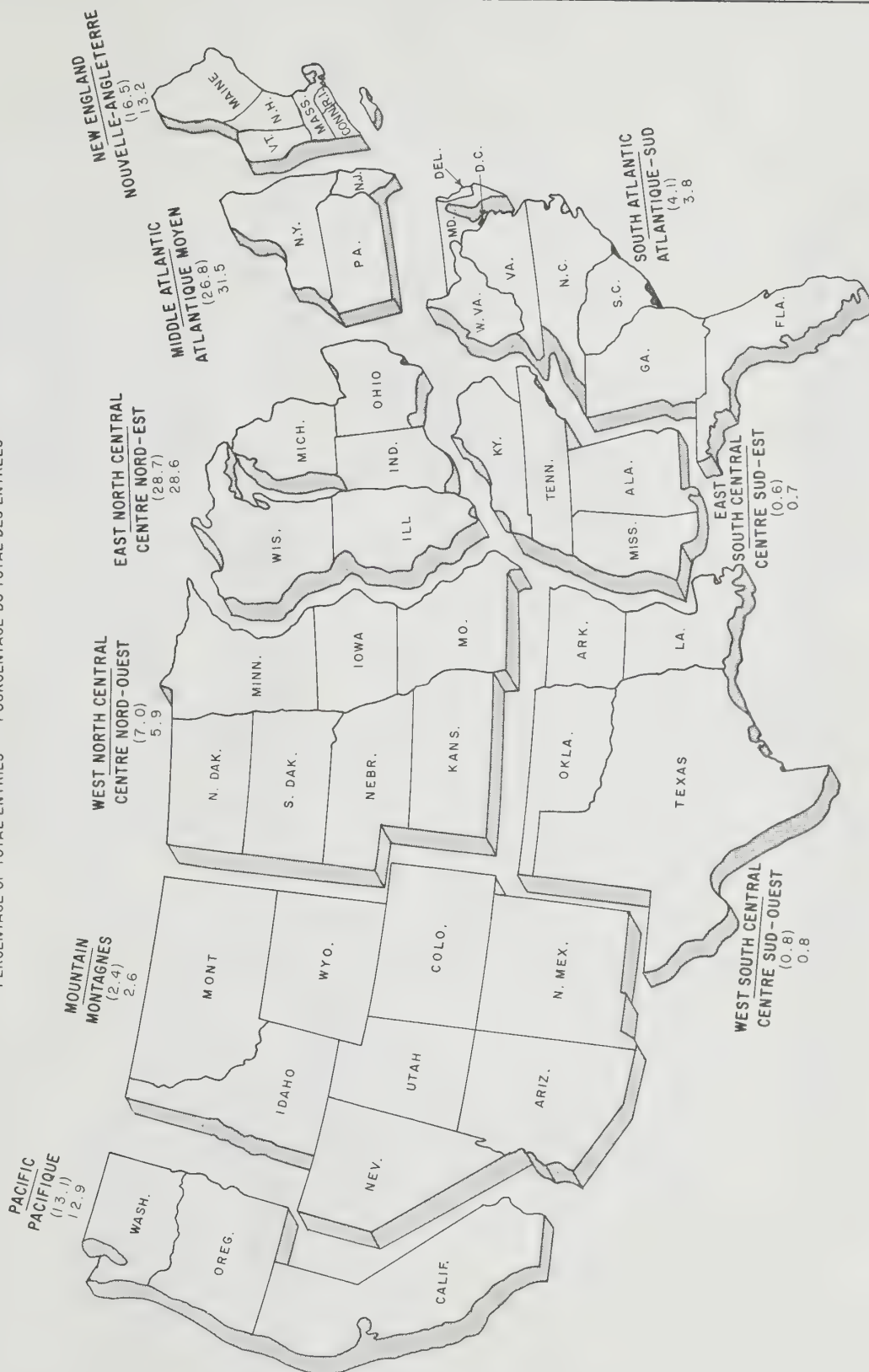
GRAPHIQUE-3



ORIGIN OF UNITED STATES* AUTOMOBILES IN CANADA
FOR ONE OR MORE NIGHTS, 1970⁽¹⁾ - 1971

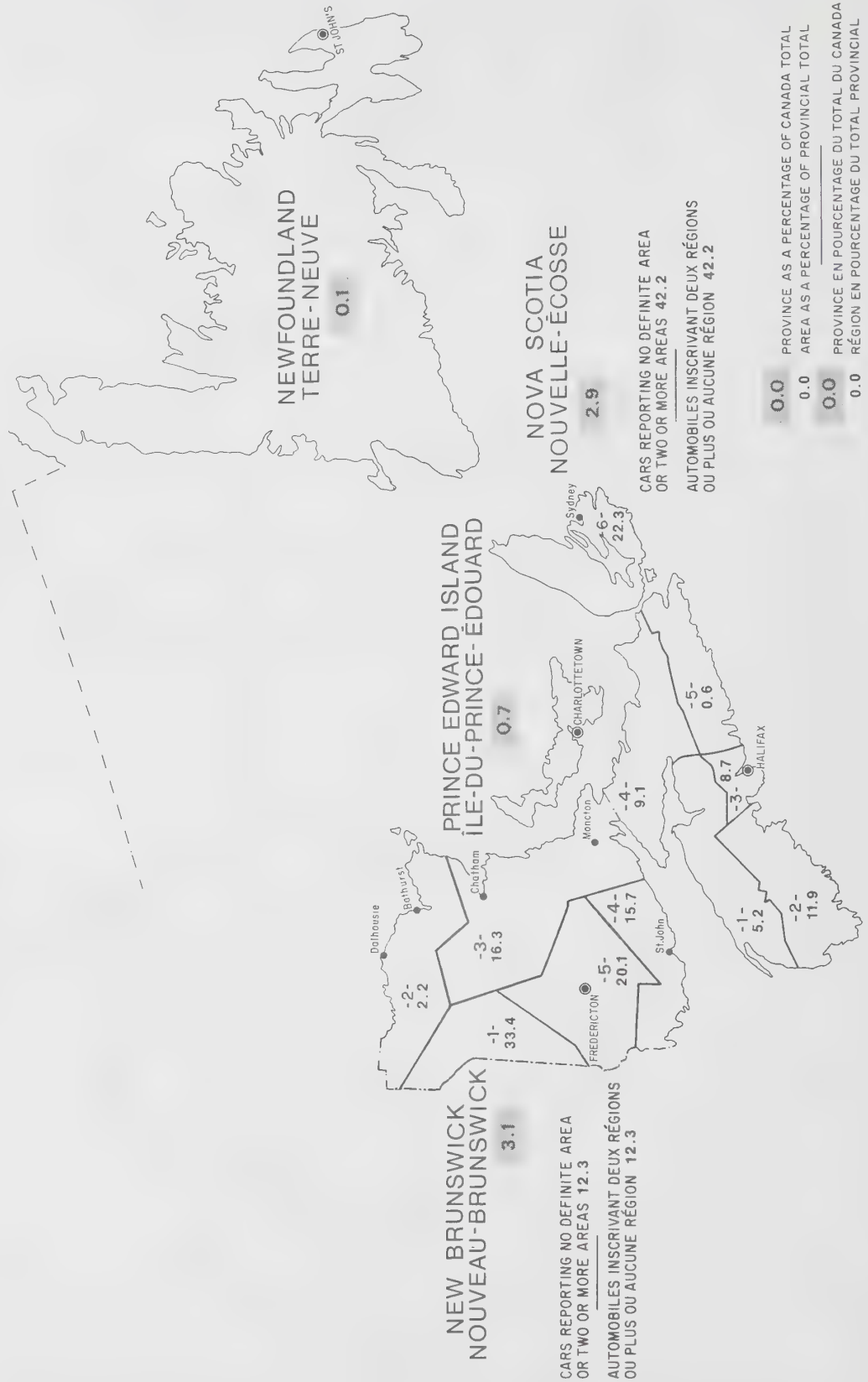
ORIGINE DES AUTOMOBILES DES ÉTATS-UNIS* RESTANT AU CANADA
UNE NUIT OU PLUS, 1970⁽¹⁾ - 1971

PERCENTAGE OF TOTAL ENTRIES — POURCENTAGE DU TOTAL DES ENTRÉES



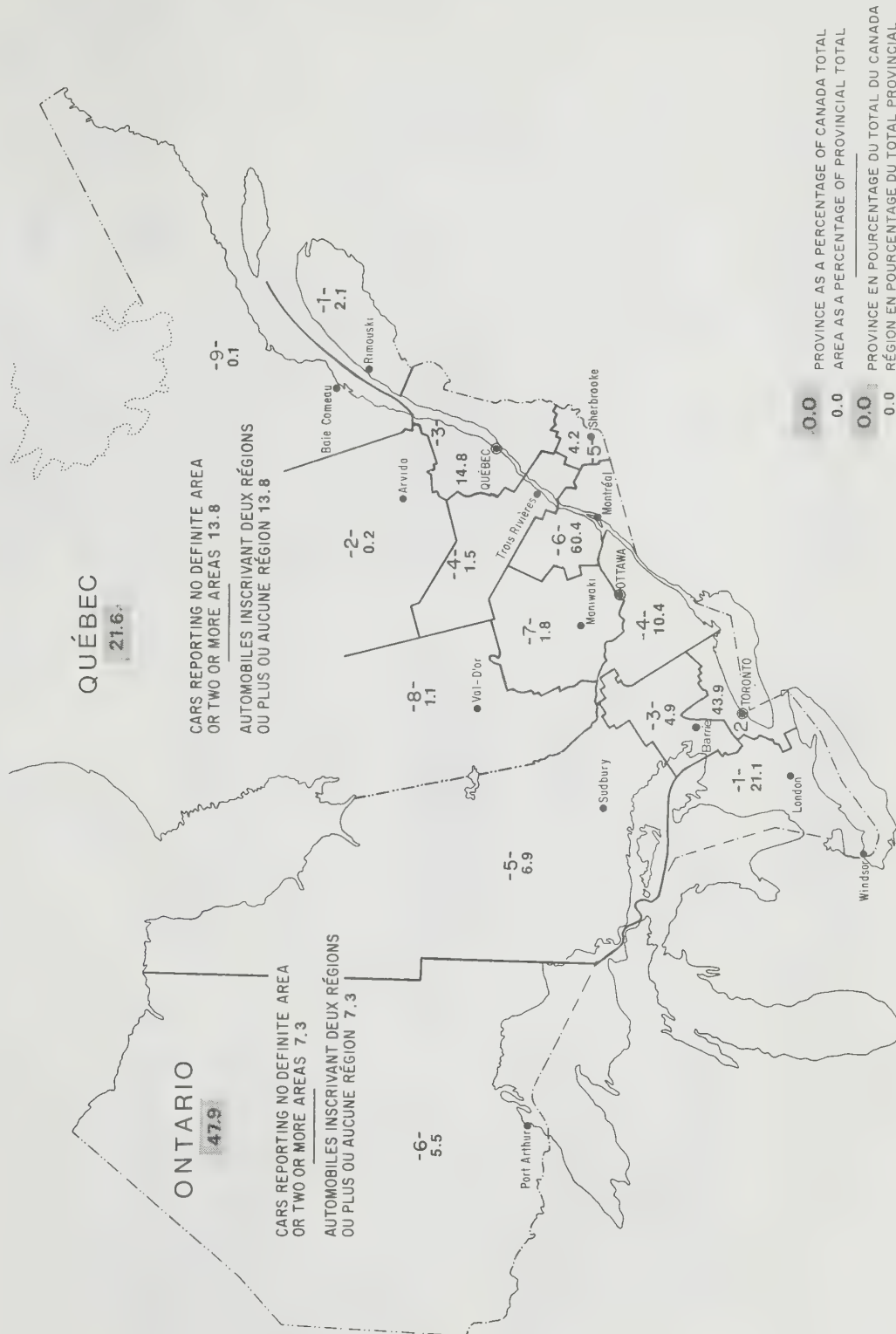
(1) (1970) FIGURE IN BRACKET. — LES CHIFFRES DE (1970) SONT ENTRE PARENTHÈSES.
* EXCLUDES ALASKA AND HAWAII. — NON COMPRIS ALASKA ET HAWAII.

RÉPARTITION EN POURCENTAGE DES AUTOMOBILES DES ÉTATS - UNIS SÉJOURNANT AU CANADA
UNE NUIT OU PLUS, SELON LA RÉGION DE DESTINATION DANS LA PROVINCE, 1971

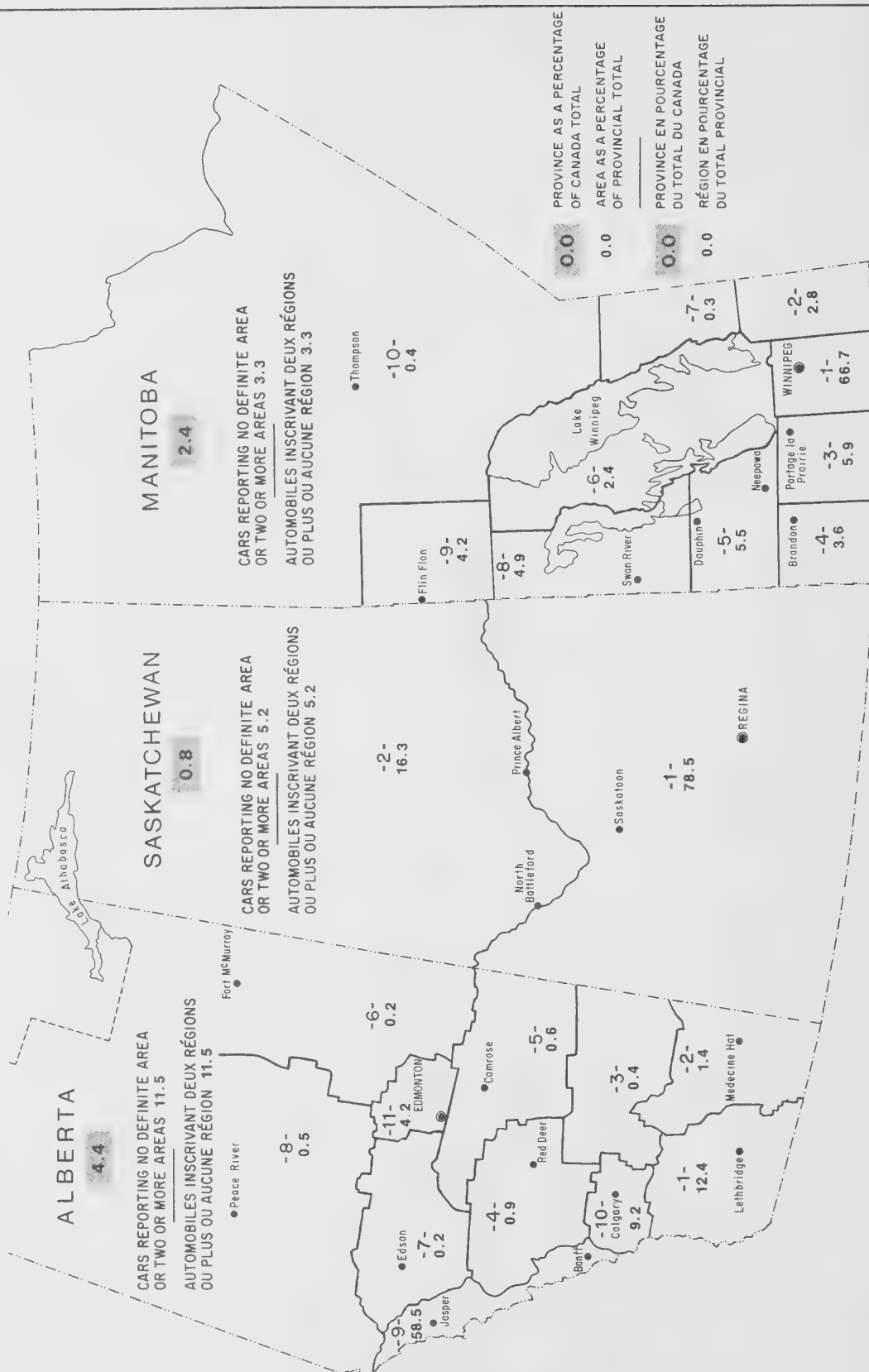


PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA
FOR ONE OR MORE NIGHTS, BY PROVINCIAL AREAS OF DESTINATION, 1971

RÉPARTITION EN POURCENTAGE DES AUTOMOBILES DES ÉTATS-UNIS SÉJOURNANT AU CANADA
UNE NUIT OU PLUS, SELON LA RÉGION DE DESTINATION DANS LA PROVINCE, 1971



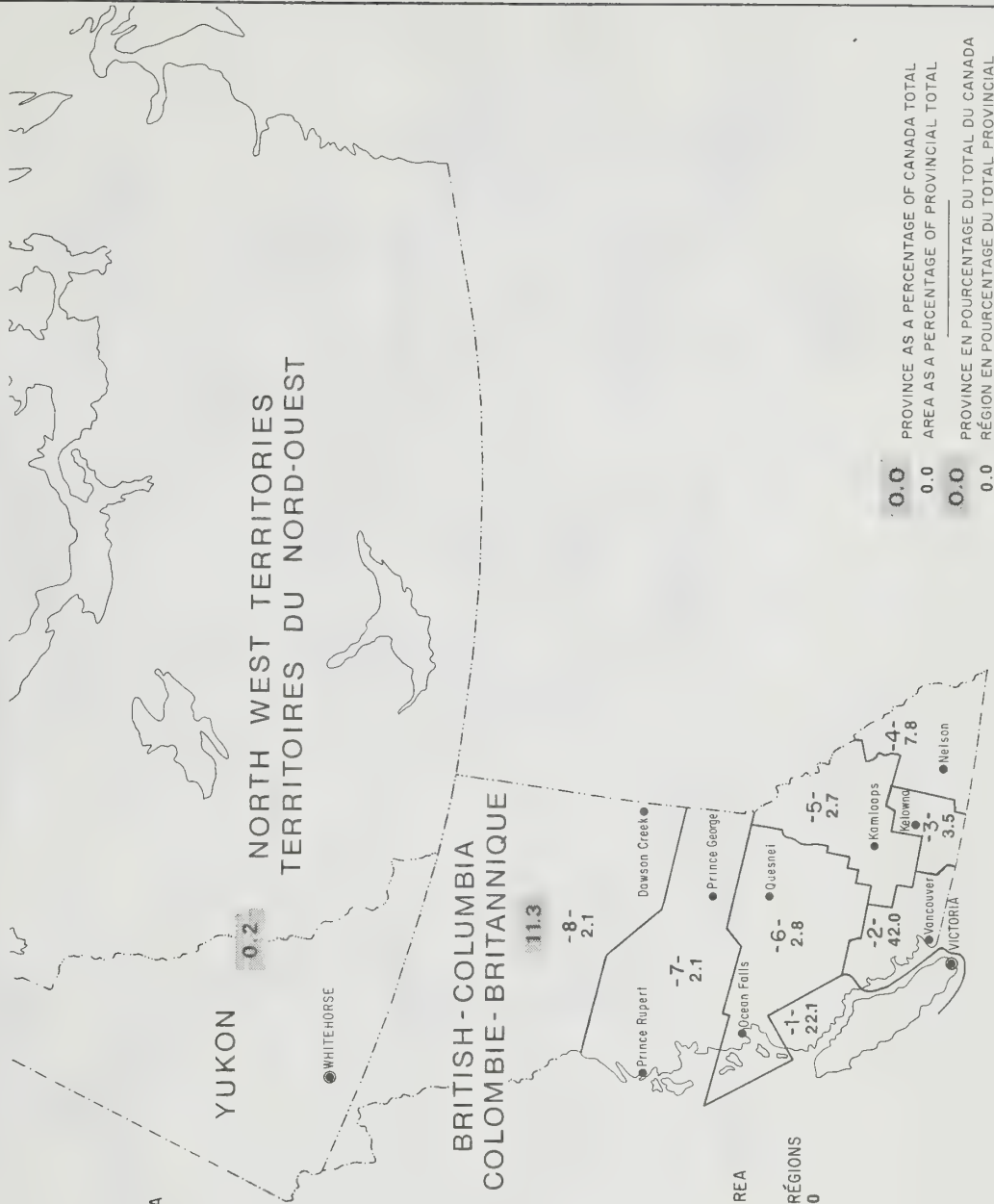
PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA
FOR ONE OR MORE NIGHTS, BY PROVINCIAL AREAS OF DESTINATION, 1971
RÉPARTITION EN POURCENTAGE DES AUTOMOBILES DES ÉTATS-UNIS SÉJOURNANT AU CANADA
UNE NUIT OU PLUS, SELON LA RÉGION DE DESTINATION DANS LA PROVINCE, 1971



PERCENTAGE DISTRIBUTION OF UNITED STATES AUTOMOBILES IN CANADA
FOR ONE OR MORE NIGHTS, BY PROVINCIAL AREAS OF DESTINATION, 1971
RÉPARTITION EN POURCENTAGE DES AUTOMOBILES DES ÉTATS-UNIS SÉJOURNANT AU CANADA
UNE NUIT OU PLUS, SELON LA RÉGION DE DESTINATION DANS LA PROVINCE, 1971

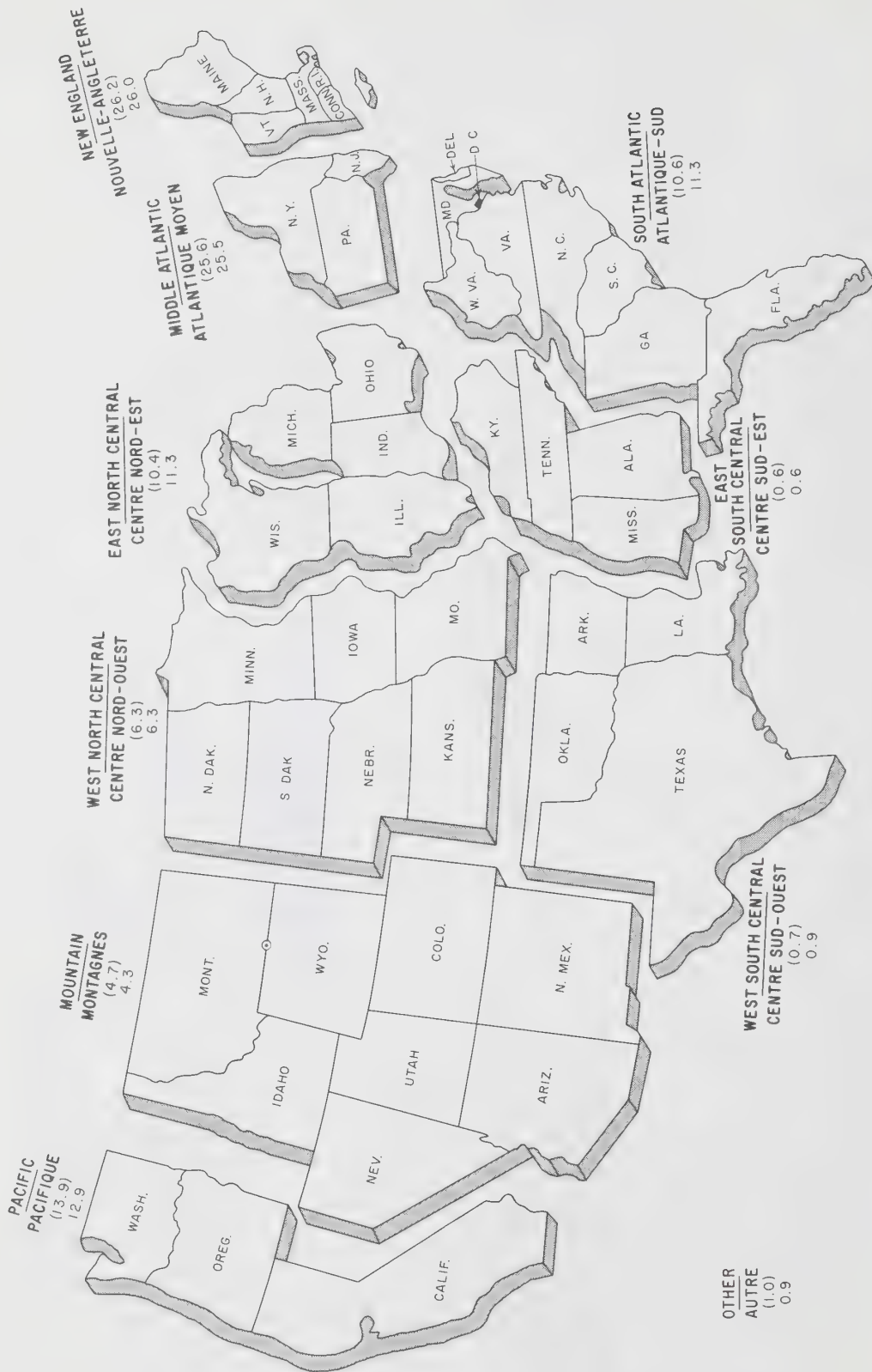
AUTOMOBILES TRAVELLING TO OR FROM ALASKA
AND THOSE INDICATING THREE OR MORE
PROVINCES OF MAIN DESTINATION 4.6
AUTOMOBILES À DESTINATION OU EN
PROVENANCE DE L'ALASKA ET CELLES
INSCRIVANT TROIS PROVINCES OU PLUS
COMME DESTINATION PRINCIPALE 4.6

CARS REPORTING NO DEFINITE AREA
OR TWO OR MORE AREAS 17.0
AUTOMOBILES INSCRIVANT DEUX RÉGIONS
OU PLUS OU AUCUNE RÉGION 17.0



DESTINATION OF CANADIANS IN THE UNITED STATES
STAYING ONE OR MORE NIGHTS, 1970⁽¹⁾ - 1971
DESTINATION DES CANADIENS SÉJOURNANT AUX ÉTATS-UNIS
UNE NUIT OU PLUS, 1970⁽¹⁾ - 1971

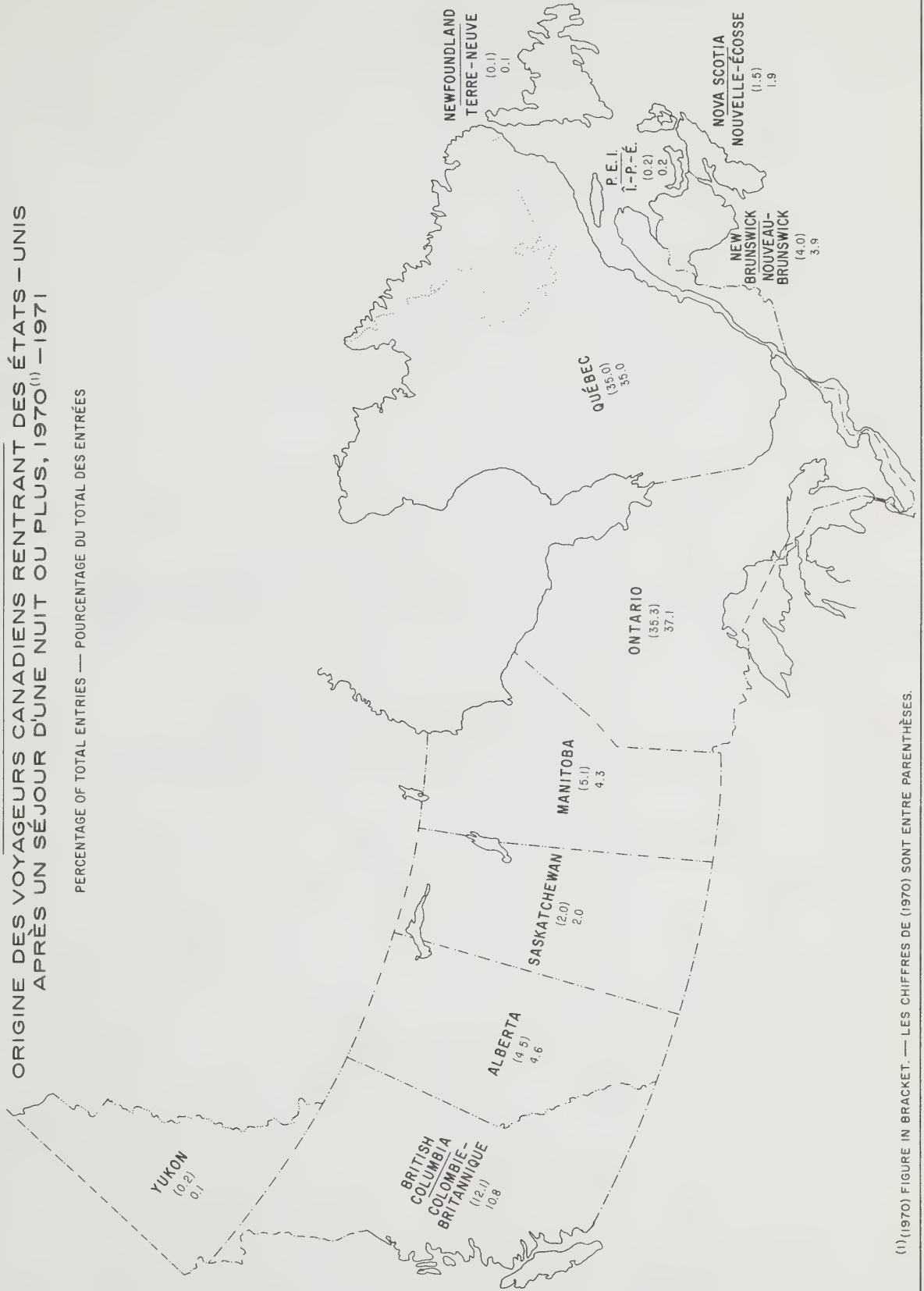
PERCENTAGE OF TOTAL ENTRIES — POURCENTAGE DU TOTAL DES ENTRÉES



(1) (1970) FIGURE IN BRACKET. — LES CHIFFRES DE (1970) SONT ENTRE PARENTHÈSES.

ORIGIN OF CANADIAN TRAVELLERS RETURNING FROM THE UNITED STATES
AFTER A STAY OF ONE OR MORE NIGHTS, 1970⁽¹⁾ - 1971
ORIGINE DES VOYAGEURS CANADIENS RENTRANT DES ÉTATS - UNIS
APRÈS UN SÉJOUR D'UNE NUIT OU PLUS, 1970⁽¹⁾ - 1971

PERCENTAGE OF TOTAL ENTRIES — POURCENTAGE DU TOTAL DES ENTRÉES



(1) (1970) FIGURE IN BRACKET. — LES CHIFFRES DE (1970) SONT ENTRE PARENTHÈSES.

SUMMARY TABLES

TRAVEL BETWEEN CANADA AND OTHER COUNTRIES

TABLEAUX SOMMAIRE

VOYAGES ENTRE LE CANADA ET LES AUTRES PAYS

TABLE 1. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, 1935 - 1971

TABLEAU 1. Estimation de la balance des paiements au compte des voyages entre le Canada et les autres pays, 1935 - 1971

Year — Année	United States ¹ — États-Unis ¹			Overseas countries — Pays d'outre-mer			Total		
	Receipts — Recettes	Payments — Dépenses	Balance — Solde	Receipts — Recettes	Payments — Dépenses	Balance — Solde	Receipts — Recettes	Payments — Dépenses	Balance — Solde
	\$'000,000								
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	—	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	—	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	—	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462	- 87	45	165	- 120	420	627	- 207
1961	435	459	- 24	47	183	- 136	482	642	- 160
1962	512	419	+ 93	50	186	- 136	562	605	- 43
1963	549	388	+ 161	60	197	- 137	609	585	+ 24
1964	590	481	+ 109	72	231	- 159	662	712	- 50
1965	660	548	+ 112	87	248	- 161	747	796	- 49
1966	730	628	+ 102	110	272	- 162	840	900	- 60
1967	1,164	627	+ 537	154	268	- 114	1,318	895	+ 423
1968	891	710	+ 181	87	298	- 211	978	1,008	- 30
1969	961	893	+ 68	113	399	- 286	1,074	1,292	- 218
1970	1,082	936	+ 146	152	524	- 372	1,234	1,460	- 226
1971 ²	1,129	944	+ 185	154	550	- 396	1,283	1,494	- 211

¹ Hawaii excluded prior to 1960. — Hawaï n'a pas été pris en compte avant 1960.

² Subject to revision. — Chiffres sujets à rectification.

Note: Figures include international passenger fares. — Nota: Ces chiffres comprennent le prix du transport des voyageurs internationaux.

TABLE 2. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, by Area, 1962-1971

TABLERAU 2. Estimation de la balance des paiements au compte des voyages entre le Canada et les autres pays, par région, 1962-1971

Area - Région	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971 ¹
	\$'000,000									
Receipts - Recettes:										
United States - États-Unis	512	549	590	660	730	1,164	891	961	1,082	1,129
United Kingdom - Royaume-Uni	22	28	33	34	39	40	23	29	44	42
Other sterling areas - Autres pays de la zone sterling	8	8	11	9	12	18	13	17	23	24
OECD in Europe - Pays de l'O.C.D.E. (Europe)	14	16	17	27	36	58	32	40	53	34
All other countries - Tous les autres pays	6	8	11	17	23	38	19	27	32	34
Total	562	609	662	747	840	1,318	978	1,074	1,234	1,283
Payments - Dépenses:										
United States - États-Unis	419	388	481	548	628	627	710	893	936	944
United Kingdom - Royaume-Uni	71	70	80	89	94	88	103	145	156	180
Other sterling areas - Autres pays de la zone sterling	21	21	23	27	29	43	41	52	66	70
OECD in Europe - Pays de l'O.C.D.E. (Europe)	75	86	105	106	120	105	121	153	207	226
All other countries - Tous les autres pays	19	20	23	26	29	32	33	49	95	74
Total	605	585	712	796	900	895	1,008	1,292	1,460	1,494
Balance - Solde:										
United States - États-Unis	+ 93	+ 161	+ 109	+ 112	+ 102	+ 537	+ 181	+ 68	+ 146	+ 185
United Kingdom - Royaume-Uni	- 49	- 42	- 47	- 55	- 55	- 48	- 80	- 116	- 112	- 138
Other sterling areas - Autres pays de la zone sterling	- 13	- 13	- 12	- 18	- 17	- 25	- 28	- 35	- 43	- 46
OECD in Europe - Pays de l'O.C.D.E. (Europe)	- 61	- 70	- 88	- 79	- 84	- 47	- 89	- 113	- 154	- 172
All other countries - Tous les autres pays	- 13	- 12	- 12	- 9	- 6	+ 6	- 14	- 22	- 63	- 40
Total	- 43	+ 24	- 50	- 49	- 60	+ 423	- 30	- 218	- 226	- 211

¹ Subject to revision. - Chiffres sujets à rectification.

Note: Figures include international passenger fares. - Nota: Ces chiffres comprennent le prix du transport des voyageurs internationaux.

TABLE 3. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, by Area, Quarterly, 1969-1971

TABLERAU 3. Estimation de la balance des paiements au compte des voyages entre le Canada et les autres pays, par région et par trimestre, 1969-1971

Area - Région	1969				
	I	II	III	IV	Total
	\$'000,000				
Receipts - Recettes:					
United States - États-Unis	74	220	530	137	961
United Kingdom - Royaume-Uni	2	8	15	4	29
Other sterling areas - Autres pays de la zone sterling	2	4	8	3	17
OECD in Europe - Pays de l'O.C.D.E. (Europe)	4	11	18	7	40
All other countries - Tous les autres pays	4	7	10	6	27
Total	86	250	581	157	1,074
Payments - Dépenses:					
United States - États-Unis	207	247	313	126	893
United Kingdom - Royaume-Uni	13	40	67	25	145
Other sterling areas - Autres pays de la zone sterling	17	10	12	13	52
OECD in Europe - Pays de l'O.C.D.E. (Europe)	18	34	68	33	153
All other countries - Tous les autres pays	13	10	16	10	49
Total	268	341	476	207	1,292
Balance - Solde:					
United States - États-Unis	- 133	- 27	+ 217	+ 11	+ 68
United Kingdom - Royaume-Uni	- 11	- 32	- 52	- 21	- 116
Other sterling areas - Autres pays de la zone sterling	- 15	- 6	- 4	- 10	- 35
OECD in Europe - Pays de l'O.C.D.E. (Europe)	- 14	- 23	- 50	- 26	- 113
All other countries - Tous les autres pays	- 9	- 3	- 6	- 4	- 22
Total	- 182	- 91	+ 105	- 50	- 218

See footnote(s) at end of table - Voir renvoi(s) à la fin du tableau-

TABLE 3. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, by Area, Quarterly, 1969-1971 — Concluded
TABLEAU 3. Estimation de la balance des paiements au compte des voyages entre le Canada et les autres pays, par région et par trimestre, 1969-1971 — fin

Area — Région	1970					1971 ¹				
	I	II	III	IV	Total	I	II	III	IV	Total
	\$'000,000									
Receipts — Recettes:										
United States — États-Unis	92	252	574	164	1,082	104	258	605	162	1,129
United Kingdom — Royaume-Uni	3	12	23	6	44	3	11	22	6	42
Other sterling areas — Autres pays de la zone sterling	3	6	10	4	23	3	6	11	4	24
OECD in Europe — Pays de l'O.C.D.E. (Europe)	6	16	21	10	53	6	16	22	10	54
All other countries — Tous les autres pays	5	11	11	5	32	3	11	13	7	34
Total	109	297	639	189	1,234	119	302	673	189	1,283
Payments — Dépenses:										
United States — États-Unis	217	252	323	144	936	218	242	323	161	944
United Kingdom — Royaume-Uni	21	42	73	20	156	21	46	84	29	180
Other sterling areas — Autres pays de la zone sterling	23	19	14	10	66	22	14	15	19	70
OECD in Europe — Pays de l'O.C.D.E. (Europe)	32	48	92	35	207	36	53	103	34	226
All other countries — Tous les autres pays	20	23	41	11	95	16	14	26	18	74
Total	313	384	543	220	1,460	313	369	551	261	1,494
Balance — Solde:										
United States — États-Unis	- 125	—	+ 251	+ 20	+ 146	- 114	+ 16	+ 282	+ 1	+ 185
United Kingdom — Royaume-Uni	- 18	- 30	- 50	- 14	- 112	- 18	- 35	- 62	- 23	- 138
Other sterling areas — Autres pays de la zone sterling	- 20	- 13	- 4	- 6	- 43	- 19	- 8	- 4	- 15	- 46
OECD in Europe — Pays de l'O.C.D.E. (Europe)	- 26	- 32	- 71	- 25	- 154	- 30	- 37	- 81	- 24	- 172
All other countries — Tous les autres pays	- 15	- 12	- 30	- 6	- 63	- 13	- 3	- 13	- 11	- 40
Total	- 204	- 87	+ 96	- 31	- 226	- 194	- 67	+ 122	- 72	- 211

¹ Subject to revision. — Chiffres sujets à rectification.

Note: Figures include international passenger fares. — **Nota:** Ces chiffres comprennent le prix du transport des voyages internationaux.

TABLE 4. Receipts and Payments on Travel Account as Percentage of Canada's Imports and Exports, 1962-1971¹

TABLERAU 4. Recettes et dépenses au compte des voyages en pourcentage des importations et exportations canadiennes, 1962-1971¹

Year — Année	Receipts on travel account — Recettes au compte des voyages	Merchandise exports — Exportations de marchandises	Percentage — Pourcentage	Non- merchandise receipts — Recettes invisibles	Percentage — Pourcentage	Total current receipts — Total, recettes courantes	Percentage — Pourcentage
	\$'000,000		%	\$'000,000	%	\$'000,000	%
1962	562	6,387	8.8	2,161	26.0	8,548	6.6
1963	609	7,082	8.6	2,334	26.1	9,416	6.5
1964	662	8,238	8.0	2,649	25.0	10,887	6.1
1965	747	8,745	8.5	2,903	25.7	11,648	6.4
1966	840	10,326	8.1	3,274	25.7	13,600	6.2
1967	1,318	11,338	11.6	3,965	33.2	15,303	8.6
1968	978	13,537	7.2	3,647	26.8	17,184	5.7
1969	1,074	14,832	7.2	4,291	25.0	19,123	5.6
1970	1,234	16,750	7.4	4,855	25.4	21,605	5.7
1971	1,283	17,785	7.2	4,983	25.7	22,768	5.6
	Payments on travel account — Dépenses au compte des voyages	Merchandise imports — Importations de marchandises	Percentage — Pourcentage	Non- merchandise payments — Dépenses invisibles	Percentage — Pourcentage	Total current payments — Total, dépenses courantes	Percentage — Pourcentage
	\$'000,000		%	\$'000,000	%	\$'000,000	%
1962	605	6,203	9.8	3,175	19.1	9,378	6.5
1963	585	6,579	8.9	3,358	17.4	9,937	5.9
1964	712	7,537	9.4	3,774	18.9	11,311	6.3
1965	796	8,627	9.2	4,151	19.2	12,778	6.2
1966	900	10,102	8.9	4,660	19.3	14,762	6.1
1967	895	10,772	8.3	5,030	17.8	15,802	5.7
1968	1,008	12,162	8.3	5,129	19.7	17,291	5.8
1969	1,292	14,007	9.2	6,068	21.3	20,075	6.4
1970	1,460	13,833	10.6	6,712	21.8	20,545	7.1
1971	1,494	15,556	9.6	6,950	21.5	22,506	6.6

¹ Subject to revision. — Chiffres sujets à rectification.

Source: Data from Catalogue 67-001 *Quarterly Estimates of the Canadian Balance of International Payments*. — Données tirées de la publication Catalogue 67-001 F *Estimations trimestrielles de la balance canadienne des paiements internationaux*.

TABLE 5. Travel Payments by Canadians Abroad as Percentage of Personal Income, Disposable Income and Per Capita Expenditures, 1962-1971¹

TABLERAU 5. Dépenses au compte des voyages par des Canadiens à l'étranger en pourcentage de leur revenu personnel, de leur revenu disponible et de leur dépense par habitant, 1962-1971¹

Year — Année	Payments on travel account — Dépenses au compte des voyages	Total personal income — Total, revenu personnel	Percentage — Pourcentage	Disposable income — Revenu disponible	Percentage — Pourcentage	Population of Canada — Population du Canada	Per capita expenditures — Dépenses par habitant
	\$'000,000		%	\$'000,000	%	'000	\$
1962	605	32,788	1.8	29,340	2.1	18,583	33
1963	585	34,829	1.7	31,168	1.9	18,931	31
1964	712	37,282	1.9	33,049	2.2	19,290	37
1965	796	41,054	1.9	36,246	2.2	19,644	41
1966	900	46,077	2.0	39,884	2.3	20,015	45
1967	895	50,579	1.8	43,123	2.1	20,405	44
1968	1,008	55,677	1.8	46,820	2.2	20,744	49
1969	1,292	61,813	2.1	50,906	2.5	21,061	61
1970	1,460	66,533	2.2	53,986	2.7	21,377	68
1971	1,494	73,447	2.0	59,401	2.5	21,681	69

¹ Subject to revision. — Chiffres sujets à rectification.

Source: Data from Catalogue 13-201, *National Accounts, Income and Expenditure*. — Données tirées de la publication Catalogue 13-201, *National Accounts, Income and Expenditure*.

TABLE 6. Summary: Number, Expenditures and Length of Stay of Visitors to Canada, 1967-1971
TABLEAU 6. Sommaire: nombre, dépenses et durée de séjour des visiteurs au Canada, 1967-1971

		United States — États-Unis		Overseas countries — Outre-mer	Total
		Entering and leaving same day — Arrivée et départ le même jour	One or more nights — Une nuit ou plus		
Number of visitors — Nombre de visiteurs:					
1967	'000	24,511	15,465	590	40,566
1968	"	23,068	11,708	362	35,138
1969	"	23,454	12,312	463	36,229
1970	"	23,505	13,648	536	37,689
1971	"	24,112	14,337	543	38,992
Number of days stay — Nombre de jours:					
1967	'000	24,511	87,991	9,799	122,301
1968	"	23,068	69,411	7,559	100,038
1969	"	23,454	71,937	9,429	104,820
1970	"	23,505	79,890	11,112	114,507
1971	"	24,112	84,170	10,336	118,618
Expenditures in Canada ¹ — Dépenses au Canada ¹ :					
1967	\$'000,000	124	1,040	154	1,318
1968	"	120	771	87	978
1969	"	121	840	113	1,074
1970	"	129	953	152	1,234
1971	"	132	997	154	1,283
Average length stay in days — Durée moyenne de séjour (en jours):					
1967		1.0	5.7	16.6	3.0
1968		1.0	5.9	20.9	2.8
1969		1.0	5.8	20.4	2.9
1970		1.0	5.9	20.7	3.0
1971		1.0	5.9	19.0	3.0
Average expenditure per person per visit — Moyenne des dépenses par personne et par visite:					
1967	\$	5.10	67.20	261.00	32.50
1968	\$	5.20	65.90	240.30	27.80
1969	\$	5.20	68.20	244.10	29.60
1970	\$	5.50	69.80	283.60	32.70
1971	\$	5.50	69.50	283.60	32.90
Average expenditure per day — Moyenne des dépenses par jour:					
1967	\$	5.10	11.80	15.70	10.80
1968	\$	5.20	11.10	11.50	9.80
1969	\$	5.20	11.70	12.00	10.20
1970	\$	5.50	11.90	13.70	10.80
1971	\$	5.50	11.80	14.90	10.80

¹ Expenditure figures include international passenger fares. — Les dépenses comprennent le prix du transport des voyageurs internationaux.
Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 7. Summary: Number, Expenditures and Length of Stay of Canadian Residents Abroad, 1967-1971
TABLEAU 7. Sommaire: nombre, dépenses et durée de séjour des résidents canadiens à l'étranger, 1967-1971

		United States ¹ — États-Unis ¹		Overseas countries — Outre-mer	Total
		Leaving and returning same day — Sortie et rentrée le même jour	One or more nights in United States — Une nuit ou plus aux États-Unis		
Number of re-entries — Nombre de rentrées:					
1967	'000	24,709	7,791	522	33,022
1968	"	25,468	8,480	638	34,586
1969	"	26,116	9,326	852	36,294
1970	"	25,921	9,735	1,099	36,755
1971	"	24,331	9,928	1,197	35,456
Number of days spent abroad — Nombre de jours passés à l'étranger:					
1967	'000	24,709	59,296	13,415	97,420
1968	"	25,468	62,055	16,933	104,456
1969	"	26,116	74,170	22,666	122,952
1970	"	25,921	78,583	30,300	134,804
1971	"	24,331	78,602	31,213	134,146
Expenditures abroad ² — Dépenses à l'étranger ² :					
1967	\$'000,000	47	557	268	872
1968	"	51	633	298	982
1969	"	57	795	399	1,251
1970	"	55	834	524	1,413
1971	"	61	839	550	1,450
Average length of stay in days — Durée moyenne de séjour (en jours):					
1967		1.0	7.6	25.7	3.0
1968		1.0	7.3	26.5	3.0
1969		1.0	8.0	26.6	3.4
1970		1.0	8.1	27.6	3.7
1971		1.0	7.9	26.1	3.8
Average expenditure per person per trip — Moyenne des dépenses par personne et par voyage:					
1967	\$	1.90	71.50	513.40	26.40
1968	\$	2.00	74.60	467.10	28.40
1969	\$	2.20	85.20	468.30	34.50
1970	\$	2.10	85.70	476.80	38.40
1971	\$	2.50	84.50	459.50	40.90
Average expenditure per day — Moyenne des dépenses par jour:					
1967	\$	1.90	9.40	20.00	9.00
1968	\$	2.00	10.20	17.60	9.40
1969	\$	2.20	10.70	17.60	10.20
1970	\$	2.10	10.60	17.30	10.50
1971	\$	2.50	10.70	17.60	10.80

¹ Excludes Hawaii and international fares paid to U.S. carriers by Canadians travelling to overseas countries. — Non-compris Hawaï et les frais du transport international payés à des transporteurs américains par des Canadiens en route vers les pays d'outre-mer.

² Includes other international transportation fares paid to foreign carriers. — Y compris d'autres frais de transport international payés à des transporteurs étrangers.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

SECTION I

UNITED STATES VISITORS TO CANADA

VISITEURS EN PROVENANCE DES ÉTATS-UNIS

TABLE 8. United States Visitors¹ in Canada, by Type of Transportation, 1967-1971
TABLEAU 8. Visiteurs¹ des États-Unis au Canada, selon le moyen de transport, 1967-1971

Type of transportation — Moyen de transport	1967	1968	1969	1970	1971
thousands of visits — milliers de visites					
Short-term traffic (same day) ² Courte visite (même jour ²)					
Automobile	19,848	20,595	20,733	20,804	21,298
Non-automobile — Autres:					
Plane — Avion	56	57	115	120	77
Bus — Autobus	261	237	262	335	420
Rail — Chemin de fer	66	48	33	14	—
Boat — Bateau	300	314	250	186	237
Other methods — Autres moyens	3,980	1,817	2,061	2,046	2,080
Total	4,663	2,473	2,721	2,701	2,814
Short-term — Total — Courte visite	24,511	23,068	23,454	23,505	24,112
Long-term traffic (one or more nights) Visite prolongée (une nuit ou plus)					
Automobile	12,597	9,736	10,246	11,214	11,943
Non-automobile — Autres:					
Plane — Avion	1,121	936	1,018	1,166	1,203
Bus — Autobus	1,196	607	605	730	792
Rail — Chemin de fer	244	173	165	126	64
Boat — Bateau	307	256	278	412	335
Total	2,868	1,972	2,066	2,434	2,394
Long-term — Total — Visite prolongée	15,465	11,708	12,312	13,648	14,337
Grand — Total — Général	39,976	34,776	35,766	37,153	38,449

¹ Includes Hawaii — Y compris Hawai.

² Changes in the methods of collection in 1967 tend to have lowered the category "Other methods". — Des changements de méthodes de collecte des données en 1967 tendent à restreindre la catégorie "autres moyens".

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 9. Number and Expenditures of United States Visitors in Canada, classified by Length of Stay and Type of Transportation, 1970 and 1971

TABLEAU 9. Nombre de visiteurs des États-Unis et dépenses au Canada, selon la durée de séjour et le moyen de transport, 1970 et 1971

Type of transportation — Moyen de transport	Number of visitors — Nombre de visiteurs				Estimated expenditures ¹ — Dépenses estimatives ¹			
	1970		1971		1970		1971	
	'000	%	'000	%	'000,000	%	'000,000	%
Short-term traffic (same day) Courte visite (même jour)								
Automobile	20,804	56	21,298	56	104.5	10	106.3	10
Non-automobile ² — Autres ² :								
Plane — Avion	120	--	77	--	3.0	--	2.1	--
Bus — Autobus	335	1	420	1	2.4	--	2.4	--
Rail — Chemin de fer	14	--	—	--	—	--	—	--
Boat — Bateau	186	--	237	1	0.7	--	1.4	--
Other methods — Autres moyens	2,046	6	2,080	5	18.7 ³	2	19.9 ³	2
Total	2,701	7	2,814	7	24.8	2	25.8	2
Short-term — Total — Courte visite	23,505	63	24,112	63	129.3	12	132.1	12
Long-term traffic (one or more nights) Visite prolongée (une nuit ou plus)								
Automobile:								
Two or more nights — Deux nuits ou plus	8,678	23	9,327	24	576.3	53	630.9	56
One night — Une nuit	2,536	7	2,616	7	51.5	5	50.1	4
Total	11,214	30	11,943	31	627.8	58	681.0	60
Non-automobile ² — Autres ² :								
Plane — Avion	1,166	4	1,203	3	181.2	17	213.6	19
Bus — Autobus	730	2	792	2	105.3	10	81.6	7
Rail — Chemin de fer	126	--	64	--	22.5	2	10.8	1
Boat — Bateau	412	1	335	1	15.8	1	9.8	1
Total	2,434	7	2,394	6	324.8	30	315.8	28
Long-term — Total — Visite prolongée	13,648	37	14,337	37	952.6	88	996.8	88
Grand — Total — Général	37,153	100	38,449	100	1,081.9	100	1,128.9	100

¹ Subject to revisions and includes Hawaii — Chiffres sujets à rectification; y compris Hawai.

² Includes persons in transit by plane, bus and rail. — Y compris les voyageurs en transit (avion, autobus et chemin de fer).

³ Includes transportation fares paid to Canadian carriers by United States residents in transit to overseas countries. — Y compris les montants versés à des transporteurs canadiens par des résidents des États-Unis en transit vers des pays d'outre-mer.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 10. Expenditure of United States Visitors in Canada, Quarterly, 1970 and 1971¹
TABLEAU 10. Dépenses des visiteurs des États-Unis au Canada, par trimestre, 1970 et 1971¹

Type of Transportation Moyen de transport	I	II	III	IV	Total
	\$'000,000				
1970					
Automobile:					
Two or more nights — Deux nuits ou plus	30.9	120.2	335.6	89.6	576.3
One night — Une nuit	5.3	12.1	27.6	6.5	51.5
Same day — Même jour	17.0	26.9	42.5	18.1	104.5
Total	53.2	159.2	405.7	114.2	732.3
Non-automobile — Autres:					
Plane — Avion	27.0	54.5	69.0	33.7	184.2
Bus — Autobus	6.7	22.3	69.0	9.7	107.7
Rail — Chemin de fer	2.5	7.2	9.8	3.0	22.5
Boat — Bateau	0.2	4.8	11.3	0.2	16.5
Other methods ² — Autres moyens ²	2.4	4.4	8.8	3.1	18.7
Total	38.8	93.2	167.9	49.7	349.6
Grand — Total — Général	92.0	252.4	573.6	163.9	1,081.9
1971					
Automobile:					
Two or more nights — Deux nuits ou plus	42.2	124.0	385.0	79.7	630.9
One night — Une nuit	5.3	9.4	27.4	8.0	50.1
Same day — Même jour	16.0	27.2	40.8	22.3	106.3
Total	63.5	160.6	453.2	110.0	787.3
Non-automobile — Autres:					
Plane — Avion	31.7	61.4	81.6	41.0	215.7
Bus — Autobus	4.5	24.5	49.2	5.8	84.0
Rail — Chemin de fer	2.0	4.5	3.6	0.7	10.8
Boat — Bateau	0.2	2.3	8.2	0.5	11.2
Other methods ² — Autres moyens ²	2.5	4.7	9.0	3.7	19.9
Total	40.9	97.4	151.6	51.7	341.6
Grand — Total — Général	104.4	258.0	604.8	161.7	1,128.9

¹ Subject to revision and includes Hawaii — Chiffres sujets à rectification; y compris Hawaï.

² Includes transportation fares paid to Canadian carriers by United States residents in transit to overseas countries. — Y compris les montants versés aux transporteurs canadiens par des résidents des États-Unis en transit vers des pays d'outre-mer.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 11. Average Expenditure and Length of Stay of United States Travellers in Canada by Type of Transportation, 1969-1971

TABLEAU 11. Moyenne des dépenses et durée de séjour des visiteurs des États-Unis, par moyen de transport, 1969-1971

Type of Transportation Moyen de transport	Average expenditure per person day Moyenne des dépenses par personne-jour			Average length of stay per person Durée moyenne de séjour par personne		
	1969	1970	1971	1969	1970	1971
Automobile:						
Same day — Même jour	4.80	5.00	5.00	1.0	1.0	1.0
One or more nights — Une nuit ou plus	9.70	9.70	10.10	5.6	5.8	5.6
Total	8.40	8.60	8.90	2.5	2.7	2.7
Non-automobile ¹ — Autres ¹ :						
Plane — Avion	24.70	25.90	25.10	5.8	5.6	6.7
Bus — Autobus	16.60	20.50	13.10	6.4	5.8	6.6
Rail — Chemin de fer	19.40	25.20	19.30	9.0	7.0	8.8
Boat — Bateau	7.50	7.00	5.70	3.2	3.9	3.4
Other methods ² — Autres moyens ²	5.40	5.20	5.20	1.0	1.0	1.0
Total	17.70	19.40	17.00	3.6	3.6	3.9
Grand — Total — Général	10.00	10.40	10.40	2.7	2.8	2.8

¹ Excludes in transit traffic but includes private plane and boat traffic. — Non compris les voyageurs en transit, mais y compris le transport par avion ou bateau privé.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquête par sondage.

**TABLE 12. Number of United States Automobiles and Other Vehicles Entering Canada,
by Month of Entry, 1967-1971**
**TABLEAU 12. Nombre d'automobiles et autres véhicules en provenance des États-Unis entrant au Canada,
par mois d'entrée, 1967-1971**

Month — Mois	1967	1968	1969	1970	1971
Length of stay (one or more nights) — Durée de séjour (une nuit ou plus)					
January — Janvier	138,182	66,911	75,248	90,067	90,891
February — Février	144,405	78,227	85,232	95,148	98,376
March — Mars	94,014	99,043	106,665	141,197	116,116
April — Avril	118,369	141,575	148,262	138,707	184,910
May — Mai	301,466	228,844	287,726	290,990	309,236
June — Juin	571,252	441,724	448,326	475,278	460,832
July — Juillet	934,840	749,508	808,824	902,166	1,001,601
August — Août	879,281	852,458	887,926	902,691	919,000
September — Septembre	490,305	386,326	351,634	450,913	483,397
October — Octobre	287,236	233,475	238,155	260,490	304,329
November — Novembre	126,691	142,820	149,590	147,526	165,457
December — Décembre	113,226	119,524	120,793	134,183	149,434
Total	4,199,267	3,540,435	3,708,381	4,029,356	4,283,579
Length of stay (same day) ¹ — Durée de séjour (même jour ¹)					
January — Janvier	348,864	483,696	463,536	504,476	493,769
February — Février	303,850	498,888	479,832	503,141	449,172
March — Mars	520,074	570,087	545,608	587,382	533,015
April — Avril	560,876	606,670	606,703	598,083	606,883
May — Mai	694,617	726,429	746,141	763,989	776,831
June — Juin	882,100	868,550	870,989	890,822	866,010
July — Juillet	1,211,999	1,133,655	1,149,747	1,141,295	1,157,518
August — Août	1,094,387	1,153,749	1,207,887	1,181,429	1,181,657
September — Septembre	777,436	731,617	699,655	768,665	765,402
October — Octobre	669,949	655,497	650,593	655,006	676,504
November — Novembre	546,502	579,473	589,934	556,944	548,244
December — Décembre	561,503	518,014	528,399	505,542	525,835
Total	8,172,157	8,526,325	8,539,024	8,656,774	8,580,840
Commercial vehicles (trucks) — Véhicules commerciaux (camions)					
January — Janvier	44,302	48,314	48,647	47,378	50,064
February — Février	43,615	47,511	49,417	47,503	50,622
March — Mars	46,315	50,335	52,274	55,776	57,721
April — Avril	43,282	50,680	51,776	51,645	57,505
May — Mai	54,677	57,943	55,959	53,554	59,351
June — Juin	55,957	56,658	57,398	59,116	65,256
July — Juillet	49,852	54,892	53,392	56,685	62,745
August — Août	55,458	53,427	52,238	54,623	64,907
September — Septembre	49,872	52,568	55,677	55,065	68,474
October — Octobre	52,159	57,380	56,260	50,841	66,011
November — Novembre	50,905	50,688	47,651	48,403	64,538
December — Décembre	48,482	45,893	48,625	49,896	58,868
Total	594,876	626,289	629,314	630,485	726,062

¹ Includes bicycles, motorcycles and taxis. — Y compris bicyclettes, motocyclettes et taxis.

Source: Frontier count. — Dénombrement à la frontière.

TABLE 13. Number of United States Visitors Entering Canada by Non-automobile Transportation,
by Month of Entry, 1967-1971

TABLEAU 13. Nombre de visiteurs des Etats-Unis entrant au Canada, par moyen de transport
autre que l'automobile, par mois d'entrée, 1967-1971

Month — Mois	1967	1968	1969	1970	1971
Plane ¹ — Avion ¹					
January — Janvier	47,842	53,719	72,191	78,706	83,490
February — Février	39,155	52,958	55,963	72,723	66,916
March — Mars	43,684	55,427	75,521	77,068	76,081
April — Avril	54,054	64,189	75,190	86,583	88,047
May — Mai	112,439	73,738	99,637	117,431	114,068
June — Juin	164,330	111,467	124,639	146,346	141,078
July — Juillet	156,429	122,334	154,998	155,288	148,377
August — Août	167,829	134,727	138,225	166,485	157,987
September — Septembre	146,680	107,964	101,948	126,686	121,901
October — Octobre	127,362	81,481	83,194	98,669	104,772
November — Novembre	60,312	64,925	73,757	81,444	85,644
December — Décembre	56,952	70,205	77,552	78,828	90,698
Total	1,177,068	993,134	1,132,815	1,286,259	1,279,059
Bus ² — Autobus ²					
January — Janvier	29,907	29,490	27,841	32,270	36,221
February — Février	28,288	33,810	34,080	37,416	40,688
March — Mars	32,013	32,529	34,734	44,834	54,899
April — Avril	51,866	37,838	43,930	50,216	70,100
May — Mai	172,607	84,696	94,880	105,433	131,284
June — Juin	240,306	113,503	121,559	151,943	162,762
July — Juillet	301,779	159,086	169,889	195,964	223,436
August — Août	266,959	165,759	155,078	191,768	202,504
September — Septembre	156,796	67,367	57,991	107,745	123,358
October — Octobre	105,736	54,850	56,135	68,671	75,580
November — Novembre	36,877	36,072	39,359	43,200	49,136
December — Décembre	34,688	28,901	31,483	35,485	42,529
Total	1,457,822	843,901	866,959	1,064,945	1,212,497
Rail (gross entries) — Chemin de fer (entrées brutes)					
January — Janvier	19,137	11,939	12,483	9,472	6,127
February — Février	12,025	10,179	12,020	7,703	6,292
March — Mars	15,202	11,742	11,929	10,293	6,403
April — Avril	15,925	14,040	14,178	9,848	9,525
May — Mai	27,307	17,660	16,760	11,501	4,191
June — Juin	37,859	26,808	22,169	17,074	5,849
July — Juillet	46,476	30,368	26,937	20,029	6,964
August — Août	51,849	36,331	28,106	19,640	8,269
September — Septembre	31,271	19,844	17,733	12,809	3,239
October — Octobre	22,196	15,991	14,550	8,031	2,403
November — Novembre	13,125	11,274	9,062	6,157	2,324
December — Décembre	16,991	14,638	12,084	7,766	2,295
Total	309,363	220,814	198,011	140,323	63,881
Rail (net entries) ³ — Chemin de fer (entrées nettes) ³					
January — Janvier	11,981	8,716	10,005	8,073	4
February — Février	8,296	7,807	10,414	6,887	4
March — Mars	11,082	9,370	10,044	8,965	4
April — Avril	11,529	11,556	11,963	8,680	4
May — Mai	23,162	15,092	15,089	10,534	4
June — Juin	33,140	23,555	19,737	15,532	4
July — Juillet	41,019	26,944	23,870	17,570	4
August — Août	46,170	31,863	24,824	17,200	4
September — Septembre	26,893	17,361	15,767	11,274	4
October — Octobre	18,807	13,672	12,409	8,031	4
November — Novembre	9,464	9,236	6,921	6,157	4
December — Décembre	11,990	11,375	9,605	7,766	4
Total	253,533	186,547	170,648	126,669	4

See footnote(s) at end of table — Voir renvoi(s) à la fin du tableau.

TABLE 13. Number of United States Visitors Entering Canada by Non-automobile Transportation, by Month of Entry, 1967-1971 - Concluded

TABLEAU 13. Nombre de visiteurs des États-Unis entrant au Canada, par moyen de transport autre que l'automobile et par mois d'entrée, 1967-1971 - fin

Month - Mois	1967	1968	1969	1970	1971
Boat - Bateau					
January - Janvier	89	161	448	1,101	874
February - Février	843	268	189	760	1,046
March - Mars	177	1,115	1,082	1,082	1,230
April - Avril	1,673	2,211	2,189	2,013	1,968
May - Mai	31,489	31,103	37,433	37,618	39,186
June - Juin	102,722	79,593	74,523	94,380	82,013
July - Juillet	199,194	195,527	170,918	187,734	182,207
August - Août	174,952	184,938	183,205	189,883	183,626
September - Septembre	80,769	59,939	48,836	71,268	64,536
October - Octobre	12,232	13,135	7,004	8,399	12,070
November - Novembre	2,406	1,975	1,477	2,093	1,663
December - Décembre	591	485	541	1,164	1,262
Total	607,137	570,450	527,845	597,495	571,681

¹ Including traffic in transit to and from Alaska. - Y compris les voyageurs en transit en provenance et à destination de l'Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic. - Non compris le mouvement des autobus locaux entre localités frontalières, mais y compris les voyageurs en transit.

³ After deducting passengers in transit across Southern Ontario - Après déduction des voyageurs en transit aux ports du sud de l'Ontario.

⁴ Effective October 1970, Penn. Central discontinued carrying in transit U.S. visitors across Southern Ontario. - Depuis octobre 1970, la Penn. Central ne traverse plus le sud de l'Ontario avec des visiteurs des États-Unis.

Source: Frontier count - Dénombrement à la frontière.

TABLE 14. Number of United States Automobiles and Vehicles Entering Canada, by Province of Entry, 1967-1971

TABLEAU 14. Nombre d'automobiles et autres véhicules en provenance des États-Unis entrant au Canada, par province d'entrée, 1967-1971

Province of entry - Province d'entrée	1967	1968	1969	1970	1971
Length of stay (one or more nights) - Durée de séjour (une nuit ou plus)					
Atlantic Provinces - Provinces de l'Atlantique	203,169	282,203	250,336	305,730	323,584
Québec	1,044,268	605,112	644,799	727,117	739,713
Ontario	2,319,553	1,979,170	2,053,245	2,161,570	2,358,088
Manitoba	108,418	99,454	110,770	134,397	131,500
Saskatchewan	33,807	34,533	37,572	39,576	43,465
Alberta	65,667	68,604	76,845	86,150	91,963
British Columbia - Colombie-Britannique	397,534	442,949	509,466	547,856	569,496
Yukon	26,851	28,410	25,348	26,960	25,770
Canada	4,199,267	3,540,435	3,708,381	4,029,356	4,283,579
Length of stay (same day) ¹ - Durée de séjour (même jour ¹)					
Atlantic Provinces - Provinces de l'Atlantique	1,271,937	1,424,715	1,353,855	1,357,021	1,336,938
Québec	890,175	787,444	837,944	881,995	866,733
Ontario	5,335,877	5,603,611	5,599,252	5,592,990	5,490,294
Manitoba	136,490	139,720	153,284	158,509	175,457
Saskatchewan	49,946	54,570	51,580	53,852	53,786
Alberta	38,483	43,388	46,143	50,322	55,341
British Columbia - Colombie-Britannique	447,104	468,222	491,116	557,280	597,069
Yukon	2,145	4,655	5,850	4,805	5,222
Canada	8,172,157	8,526,325	8,539,024	8,656,774	8,580,840
Commercial vehicles (trucks) - Véhicules commerciaux (camions)					
Atlantic Provinces - Provinces de l'Atlantique	61,537	59,827	64,560	62,749	51,197
Québec	103,723	103,456	108,481	123,652	144,995
Ontario	320,313	344,865	336,292	324,730	380,425
Manitoba	16,787	17,535	18,142	19,873	21,223
Saskatchewan	11,075	10,781	10,533	10,617	13,746
Alberta	12,630	12,982	14,601	15,069	17,491
British Columbia - Colombie-Britannique	66,738	74,534	73,323	70,074	93,602
Yukon	2,073	2,309	3,382	3,721	3,383
Canada	594,876	626,289	629,314	630,485	726,062

¹ Includes bicycles, motorcycles and taxis. - Y compris bicyclettes, motocyclettes et taxis.

Source: Frontier count. - Dénombrement à la frontière.

TABLE 15. Number of United States Visitors Entering Canada by Non-automobile Transportation, by Province of Entry, 1967-1971

TABLEAU 15. Nombre de visiteurs des États-Unis entrant au Canada, par moyen de transport autre que l'automobile, par province d'entrée, 1967-1971

Province of entry — Province d'entrée	1967	1968	1969	1970	1971
Plane — Avion					
Atlantic Provinces — Provinces de l'Atlantique	35,576	37,910	38,619	41,913	46,421
Québec	530,289	249,924	303,012	396,641	420,982
Ontario	408,537	473,199	521,175	567,592	527,368
Manitoba	37,904	46,534	59,987	43,788	52,922
Saskatchewan	3,812	4,141	3,998	4,752	3,974
Alberta	24,661	28,038	37,054	44,246	56,116
British Columbia — Colombie-Britannique.....	130,413	146,683	161,296	178,691	164,024
Yukon ¹	5,876	6,705	7,674	8,636	7,252
Canada	1,177,068	993,134	1,132,815	1,286,259	1,279,059
Bus ² — Autobus ²					
Atlantic Provinces — Provinces de l'Atlantique	15,259	19,007	21,950	22,045	27,426
Québec	644,298	148,397	160,500	183,557	202,041
Ontario	688,577	568,079	551,821	716,512	821,865
Manitoba	15,955	13,180	14,431	16,970	20,021
Saskatchewan.....	27	20	477	1,822	1,971
Alberta	6,716	6,982	10,369	8,055	8,622
British Columbia — Colombie-Britannique.....	81,948	82,107	100,757	111,605	124,571
Yukon	5,042	6,129	6,654	4,379	5,980
Canada	1,457,822	843,901	866,959	1,064,945	1,212,497
Train ³ — Chemin de fer ³					
Atlantic Provinces — Provinces de l'Atlantique	257	1,198	4,578	4,904	5,206
Québec	80,757	46,646	41,225	37,323	13,422
Ontario	104,328	72,814	62,818	45,056	14,178
Manitoba	20,163	13,550	12,487	6,393	1,490
Saskatchewan.....	4	4	4	4	4
Alberta	4	4	4	60	4
British Columbia — Colombie-Britannique.....	28,250	23,111	16,434	11,996	5,257
Yukon	19,778	29,228	33,106	20,937	24,328
Canada	253,533	186,547	170,648	126,669	63,881
Boat — Bateau					
Atlantic Provinces — Provinces de l'Atlantique	1,852	1,349	2,101	3,814	4,433
Québec	36,517	19,482	21,509	15,655	12,238
Ontario	400,284	373,566	313,086	345,124	366,147
Manitoba	4	4	4	4	4
Saskatchewan.....	4	4	4	4	4
Alberta	4	4	4	4	4
British Columbia — Colombie-Britannique.....	168,437	176,048	191,119	232,859	188,817
Yukon	47	5	30	43	46
Canada	607,137	570,450	527,845	597,495	571,681

¹ Yukon traffic is practically all in transit to and from Alaska. — Au Yukon, il s'agit presque uniquement de voyageurs en transit, en provenance ou à destination de l'Alaska.

² Excludes local traffic between border communities but includes in transit traffic. — Non compris la circulation locale entre localités frontalières, mais y compris les voyageurs en transit.

³ After deducting passengers in transit across Southern Ontario. — Après déduction des voyageurs en transit aux ports du sud de l'Ontario.

⁴ No direct entries reported. — Aucune entrée directe n'a été déclarée.

Source: Frontier count. — Dénombrement à la frontière.

TABLE 16. Number of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1971

TABLEAU 16. Nombre de visiteurs des États-Unis entrant au Canada, par moyen de transport, par province d'entrée et par trimestre, 1971

Province of entry — Provincé d'entrée	I	II	III	IV	Total
Persons in automobiles (same day)					
Personnes en automobile (même jour)					
Nova Scotia — Nouvelle-Écosse.....	—	—	—	—	—
New Brunswick — Nouveau-Brunswick	587,071	803,818	1,031,950	725,638	3,148,477
Québec.....	370,715	618,089	948,060	482,453	2,419,317
Ontario.....	1,960,295	3,396,372	5,567,241	2,472,092	13,396,000
Manitoba.....	82,584	128,926	189,796	97,613	498,919
Saskatchewan.....	26,871	37,390	45,995	24,973	135,229
Alberta.....	17,333	33,905	60,335	26,237	137,810
British Columbia — Colombie-Britannique	273,544	401,331	568,288	306,360	1,549,523
Yukon.....	1,253	2,960	6,957	1,422	12,592
Canada.....	3,319,666	5,422,791	8,418,622	4,136,788	21,297,867
Persons in automobiles (one night)					
Personnes en automobile (une nuit)					
Nova Scotia — Nouvelle-Écosse.....	1	29	6	—	36
New Brunswick — Nouveau-Brunswick	13,496	26,134	50,726	21,497	111,853
Québec.....	44,373	92,993	252,130	64,959	454,455
Ontario.....	121,699	358,865	916,243	267,008	1,663,815
Manitoba.....	12,040	25,906	43,594	16,265	97,805
Saskatchewan.....	2,544	4,423	6,066	2,717	15,750
Alberta.....	1,912	6,329	14,795	3,848	26,884
British Columbia — Colombie-Britannique	44,035	57,468	89,972	37,776	229,251
Yukon.....	1,151	3,471	9,748	1,766	16,136
Canada.....	241,251	575,618	1,383,280	415,836	2,615,985
Persons in automobiles (two or more nights)					
Personnes en automobile (deux nuits ou plus)					
Nova Scotia — Nouvelle-Écosse.....	615	9,376	47,775	3,854	61,620
New Brunswick — Nouveau-Brunswick	44,057	140,521	481,462	115,292	781,332
Québec.....	142,912	327,230	1,146,003	262,978	1,879,123
Ontario.....	208,798	1,041,250	2,813,548	544,766	4,608,362
Manitoba.....	26,122	83,143	163,721	47,035	320,021
Saskatchewan.....	6,170	27,616	63,854	19,373	117,013
Alberta.....	9,306	49,060	162,623	18,159	239,148
British Columbia — Colombie-Britannique	96,279	307,011	709,417	154,676	1,267,383
Yukon.....	3,015	11,637	32,663	6,290	53,605
Canada.....	537,274	1,996,844	5,621,066	1,172,423	9,327,607
Plane — Avion					
Newfoundland — Terre-Neuve.....	123	206	656	454	1,439
Prince Edward Island — Île-du-Prince-Édouard	68	130	177	85	460
Nova Scotia — Nouvelle-Écosse.....	2,946	5,470	15,889	5,370	29,675
New Brunswick — Nouveau-Brunswick	2,124	3,526	4,741	4,456	14,847
Québec.....	76,201	114,658	132,118	98,005	420,982
Ontario.....	106,583	147,015	156,049	117,721	527,368
Manitoba.....	7,405	14,529	20,979	10,009	52,922
Saskatchewan.....	182	1,175	1,996	621	3,974
Alberta.....	7,244	14,655	22,878	11,339	56,116
British Columbia — Colombie-Britannique	22,815	40,117	68,922	32,170	164,024
Yukon ¹	796	1,712	3,860	884	7,252
Canada.....	226,487	343,193	428,265	281,114	1,279,059
Bus ² — Autobus ²					
Nova Scotia — Nouvelle-Écosse.....	153	813	5,275	224	6,465
New Brunswick — Nouveau-Brunswick	2,453	4,927	11,350	2,231	20,961
Québec.....	21,922	49,375	106,678	24,066	202,041
Ontario.....	88,127	254,660	359,718	119,360	821,865
Manitoba.....	2,117	8,105	7,088	2,711	20,021
Saskatchewan.....	133	838	668	332	1,971
Alberta.....	428	2,310	5,311	573	8,622
British Columbia — Colombie-Britannique	16,475	42,193	48,222	17,681	124,571
Yukon.....	—	925	4,988	67	5,980
Canada.....	131,808	364,146	549,298	167,245	1,212,497

See footnote(s) at end of table — Voir renvoi(s) à la fin du tableau.

TABLE 16. Number of United States Visitors Entering Canada, classified by Type of Transportation and by Province of Entry, Quarterly, 1971 - Concluded

TABLEAU 16. Nombre de visiteurs des États-Unis entrant au Canada, par moyen de transport, par province d'entrée et par trimestre, 1971 - fin

Province of entry - Province d'entrée	I	II	III	IV	Total
Rail ³ - Chemin de fer ³					
New Brunswick - Nouveau-Brunswick.....	1,638	1,078	942	1,548	5,206
Québec	6,726	3,844	1,428	1,424	13,422
Ontario	5,484	4,260	2,276	2,158	14,178
Manitoba	897	475	70	48	1,490
Alberta	-	-	-	-	-
British Columbia - Colombie-Britannique	2,589	2,419	133	116	5,257
Yukon	1,488	7,489	13,623	1,728	24,328
Canada	18,822	19,565	18,472	7,022	63,881
Boat - Bateau					
Newfoundland - Terre-Neuve	-	1	6	-	7
Prince Edward Island - Île-du-Prince-Édouard	7	-	1,137	-	1,144
Nova Scotia - Nouvelle-Écosse	-	36	1,939	30	2,005
New Brunswick - Nouveau-Brunswick.....	90	199	851	137	1,277
Québec	-	2,762	8,786	690	12,238
Ontario	2	72,368	285,493	8,284	366,147
British Columbia - Colombie-Britannique.....	3,051	47,795	132,117	5,854	188,817
Yukon	-	6	40	-	46
Canada	3,150	123,167	430,369	14,995	571,681
Other travellers ⁴ - Autres voyageurs ⁴					
Nova Scotia - Nouvelle-Écosse	790	4,585	14,089	2,315	21,779
New Brunswick - Nouveau-Brunswick.....	56,567	74,167	82,693	60,672	274,099
Québec	42,813	53,639	54,739	54,544	205,735
Ontario	161,254	332,277	619,127	186,712	1,299,370
Manitoba	6,732	9,052	9,249	7,316	32,349
Saskatchewan.....	6,783	8,608	9,994	6,810	32,195
Alberta	5,799	8,365	8,048	6,406	28,618
British Columbia - Colombie-Britannique.....	20,466	37,783	93,961	27,751	179,961
Yukon	679	1,070	2,945	1,275	5,969
Canada	301,883	529,546	894,845	353,801	2,080,075
Visitors - Total - Visiteurs					
Newfoundland - Terre-Neuve	123	207	662	454	1,446
Prince Edward Island - Île-du-Prince-Édouard.....	75	130	1,314	85	1,604
Nova Scotia - Nouvelle-Écosse	4,505	20,309	84,973	11,793	121,580
New Brunswick - Nouveau-Brunswick.....	707,496	1,054,370	1,664,715	931,471	4,358,052
Québec	705,662	1,262,590	2,649,942	989,119	5,607,313
Ontario	2,652,242	5,607,067	10,719,695	3,718,101	22,697,105
Manitoba	137,897	270,136	434,497	180,997	1,023,527
Saskatchewan.....	42,683	80,050	128,573	54,826	306,132
Alberta	42,022	114,624	273,990	66,562	497,198
British Columbia - Colombie-Britannique.....	479,254	936,117	1,711,032	582,384	3,708,787
Yukon	8,382	29,270	74,824	13,432	125,908
Canada	4,780,341	9,374,870	17,744,217	6,549,224	38,448,652

¹ Yukon traffic is practically all in transit to and from Alaska. - Au Yukon, il s'agit presque uniquement de voyageurs en transit en provenance ou à destination de l'Alaska.

² Excludes local bus traffic between border communities but includes in transit traffic. - Non compris le mouvement des autobus locaux entre localités frontalières, mais y compris les voyageurs en transit.

³ Including passengers in transit across Southern Ontario. - Y compris les voyageurs en transit aux ports du sud de l'Ontario.

⁴ Persons entering as pedestrians, by local bus, motorcycle, bicycle, taxi, etc. - Personnes entrant comme piétons, par autobus local, en motocyclette, en bicyclette, en taxi, etc.

Source: Frontier count. - Dénombrement à la frontière.

TABLE 17. Residents of the United States Entering Canada in Pleasure Craft,¹ classified by Province of Entry, 1971

TABLEAU 17. Résidents des États-Unis entrant au Canada par bateau ou par avion de plaisance¹, par province d'entrée, 1971

Province of entry Province d'entrée	Plane traffic Trafic aérien				Boat traffic Trafic maritime et fluvial			
	One or more nights Une nuit ou plus		Same day Même jour		One or more nights Une nuit ou plus		Same day Même jour	
	Planes Avions	Persons Personnes	Planes Avions	Persons Personnes	Boats Bateaux	Persons Personnes	Boats Bateaux	Persons Personnes
Newfoundland — Terre-Neuve.....	55	184	65	418	—	—	—	—
Prince Edward Island — Île-du-Prince-Édouard.....	49	147	10	23	—	—	—	—
Nova Scotia — Nouvelle-Écosse	269	861	110	352	115	809	5	45
New Brunswick — Nouveau-Brunswick	498	1,709	363	854	132	514	115	222
Québec.....	2,144	8,560	2,644	7,676	536	2,041	2,953	8,243
Ontario	8,585	33,251	9,316	27,838	25,671	84,163	27,728	99,206
Manitoba	1,052	3,989	306	812	—	—	—	—
Saskatchewan	1,084	3,618	86	213	—	—	—	—
Alberta	1,783	6,253	322	1,152	—	—	—	—
British Columbia — Colombie-Britannique	4,408	13,425	2,504	6,768	9,161	34,039	260	954
Yukon.....	527	1,394	175	470	—	—	—	—
Canada	20,454	73,391	15,901	46,576	35,615	121,566	31,061	108,670

¹ Foreign pleasure craft which entered Canada under own power. This traffic is included in the categories "plane" and "boat" elsewhere in this report. — Avion ou bateau de plaisance étranger entrant au Canada au moyen de sa puissance motrice. Ailleurs dans le présent bulletin, ces moyens de transport sont compris dans les catégories "bateau" et "avion".

Source: Frontier count. — Dénombrement à la frontière.

TABLE 18. Number and Expenditures of United States Visitors in Canada, classified by Province of Entry, 1970 and 1971

TABLEAU 18. Nombre de visiteurs des États-Unis et leurs dépenses, par province d'entrée, 1970 et 1971

Province of entry Province d'entrée	Number of visits Nombre de visites				Estimated expenditures ¹ Dépenses estimatives ¹			
	1970		1971		1970		1971	
	'000	%	'000	%	\$'000,000	%	\$'000,000	%
Atlantic Provinces ² — Provinces de l'Atlantique ²	4,382	11.8	4,483	11.6	81.2	7.5	98.3	8.7
Québec	5,587	15.1	5,607	14.6	237.7	22.0	232.4	20.6
Ontario	21,764	58.6	22,697	59.0	533.0	49.3	573.7	50.8
Manitoba	965	2.6	1,024	2.7	30.9	2.8	35.2	3.1
Saskatchewan	310	0.8	306	0.8	8.8	0.8	9.4	0.9
Alberta.....	459	1.2	497	1.3	27.2	2.5	27.2	2.4
British Columbia and Yukon — Colombie-Britannique et Yukon.....	3,686	9.9	3,835	10.0	163.1	15.1	152.7	13.5
Canada.....	37,153	100.0	38,449	100.0	1,081.9	100.0	1,128.9	100.0

¹ Subject to revision. — Chiffres sujets à rectification.

² Entering mainly through ports in New Brunswick. — Principalement par les ports du Nouveau-Brunswick.

Source: Expenditure data based on sample questionnaire surveys. — Données sur les dépenses tirées d'enquêtes par sondage.

TABLE 19. Region of Origin of United States Visitors¹ Entering Canada, 1970 and 1971
TABLEAU 19. Région d'origine des visiteurs¹ des États-Unis arrivant au Canada, 1970 et 1971

Region of origin — Région d'origine	Thousands of visits — Milliers de visites		Percentage of total — Pourcentage du total	
	1970	1971	1970	1971
New England — Nouvelle-Angleterre	2, 273	1, 877	16.1	12.7
Middle Atlantic — Atlantique moyen	3, 462	4, 514	24.5	30.5
South Atlantic — Atlantique-sud	615	596	4.4	4.0
East North Central — Centre, nord-est	3, 694	3, 994	26.2	26.9
West North Central — Centre, nord-ouest	1, 189	912	8.4	6.1
East South Central — Centre, sud-est	109	130	0.8	0.9
West South Central — Centre, sud-ouest	190	173	1.3	1.2
Mountain — Montagnes	372	410	2.6	2.8
Pacific — Pacifique	2, 146	2, 107	15.2	14.2
Other states — Autres États	76	105	0.5	0.7
Total	14, 126	14, 818	100.0	100.0

¹ Excludes United States visitors entering and leaving by automobile on the same day, in transit traffic and "other methods". — Non compris les voyageurs qui arrivent et repartent le même jour en automobile, les voyageurs en transit et ceux des "autres moyens".

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 20. United States Automobiles in Canada for One or More Nights, classified by Region of Origin, 1968 - 1971.

TABLEAU 20. Automobiles des États-Unis au Canada pendant une nuit ou plus, selon la région d'origine, 1968 - 1971

Region of origin — Région d'origine	1968	1969	1970	1971
	thousands — milliers			
New England — Nouvelle-Angleterre	533.2	493.6	663.1	560.8
Middle Atlantic — Atlantique moyen	1, 037.0	1, 047.4	1, 073.0	1, 340.3
South Atlantic — Atlantique sud	117.5	137.2	163.0	164.1
East North Central — Centre, nord-est	1, 046.6	1, 120.3	1, 150.4	1, 216.7
West North Central — Centre, nord-ouest	232.8	257.0	279.9	251.4
East South Central — Centre, sud-est	15.9	26.0	24.6	31.3
West South Central — Centre, sud-ouest	27.7	28.6	33.7	33.3
Mountain — Montagnes	72.4	82.5	95.0	112.8
Pacific — Pacifique	432.7	491.0	523.5	550.1
Other states — Autres États	24.6	24.8	23.2	22.8
Total	3, 540.4	3, 708.4	4, 029.4	4, 283.6

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 21. Province of Main Destination of United States Visitors¹ Entering Canada, 1970 and 1971

TABLEAU 21. Province de destination principale, visiteurs¹ des États-Unis, 1970 et 1971

Province of destination Province de destination	Thousands of visits Milliers de visites		Percentage of total Pourcentage du total	
	1970	1971	1970	1971
Atlantic Provinces — Provinces de l'Atlantique	814	945	5.8	6.4
Québec	3,431	3,564	24.3	24.0
Ontario	6,219	6,440	44.0	43.5
Manitoba	664	381	4.7	2.6
Saskatchewan	146	137	1.0	0.9
Alberta	560	785	4.0	5.3
British Columbia ² — Colombie-Britannique ²	1,791	1,946	12.7	13.1
Touring ³ — Destination multiple ³	501	620	3.5	4.2
Canada	14,126	14,818	100.0	100.0

¹ Excludes United States visitors entering and leaving by automobile on the same day, in transit traffic and "other methods." — Non compris les voyageurs qui arrivent et repartent le même jour en automobile, les voyageurs en transit et ceux des "autres moyens".

² Includes the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires du Nord-Ouest.

³ Persons with multiple destinations and persons travelling to and from Alaska. — Personnes à destination multiple et personnes à destination ou en provenance de l'Alaska.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 22. United States Motorists¹ in Canada for One or More Nights, classified by Region of Origin and Province of Main Destination, 1971

TABLEAU 22. Automobilistes¹ des États-Unis au Canada pendant une nuit ou plus, selon la région d'origine et la province de destination principale, 1971

Region of origin Région d'origine	Province of destination Province de destination							
	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia ² — Colombie-Britannique ²	Total
	Number of persons — Nombre de personnes							
New England — Nouvelle-Angleterre	469,100	886,400	196,500	700	600	9,100	5,500	1,567,900
Middle Atlantic — Atlantique moyen	253,000	1,363,000	2,059,200	1,400	800	35,200	19,700	3,732,300
South Atlantic — Atlantique sud	40,200	183,000	184,300	800	800	18,400	13,800	441,300
East North Central — Centre, nord-est	68,100	281,500	2,573,400	19,100	10,600	92,700	34,300	3,079,700
West North Central — Centre, nord-ouest	3,300	30,000	284,600	278,100	56,100	65,500	28,000	745,600
East South Central — Centre, sud-est	6,800	19,400	36,500	600	200	5,700	6,800	76,000
West South Central — Centre, sud-ouest	1,300	16,500	27,300	4,800	1,700	16,200	9,300	77,100
Mountain — Montagnes	5,400	12,400	50,300	7,700	20,600	105,600	96,200	298,200
Pacific — Pacifique	16,200	22,300	57,900	10,300	8,500	184,600	1,071,100	1,370,900
Other states — Autres États	100	400	100	--	200	1,200	17,100	19,100
Total	863,500	2,814,900	5,470,100	323,500	100,100	534,200	1,301,800	11,408,100
	Percentage of totals — Pourcentage des totaux							
New England — Nouvelle-Angleterre	29.9	56.6	12.5	--	--	0.6	0.4	100.0
Middle Atlantic — Atlantique moyen	6.8	36.5	55.2	--	--	1.0	0.5	100.0
South Atlantic — Atlantique sud	9.1	41.5	41.7	0.2	0.2	4.2	3.1	100.0
East North Central — Centre, nord-est	2.2	9.2	83.6	0.6	0.3	3.0	1.1	100.0
West North Central — Centre, nord-ouest	0.4	4.0	38.2	37.3	7.5	8.8	3.8	100.0
East South Central — Centre, sud-est	8.9	25.5	48.1	0.8	0.3	7.5	8.9	100.0
West South Central — Centre, sud-ouest	1.7	21.4	35.4	6.2	2.2	21.0	12.1	100.0
Mountain — Montagnes	1.8	4.1	16.9	2.6	6.9	35.4	32.3	100.0
Pacific — Pacifique	1.2	1.6	4.2	0.8	0.6	13.5	78.1	100.0
Other states — Autres États	0.5	2.1	0.5	--	1.1	6.3	89.5	100.0
Total	7.6	24.7	47.9	2.8	0.9	4.7	11.4	100.0

¹ Excludes persons in automobiles travelling to or from Alaska and those indicating three or more provinces of main destination. — Non compris les automobilistes, à destination ou en provenance de l'Alaska et ceux inscrivant trois provinces ou plus comme destination principale.

² Includes destinations in the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires du Nord-Ouest.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 23. United States Visitors Entering Canada, classified by Purpose of Trip and Type of Transportation, 1971

TABLEAU 23. Visiteurs en provenance des États-Unis, selon le but du voyage et le moyen de transport, 1971

Purpose of trip — But du voyage	Automobile		Non- automobile ¹ — Autres ¹	Total
	Same day — Même jour	One or more nights — Une nuit ou plus		
	Thousands of persons — Milliers de personnes			
Employed in Canada and other business — Travail au Canada et autres affaires	1,275.9	251.0	593.3	2,120.2
Visiting friends or relatives — Visites à des amis ou à des parents	4,110.7	2,638.4	444.2	7,193.3
Other recreation — Loisirs (autres).....	11,472.3	8,313.9	1,605.0	21,391.2
Other purposes — Autres buts	4,175.5	705.0	230.9	5,111.4
Three or more purposes — Trois buts ou plus	263.4	35.3	1.4	300.1
Total	21,297.8	11,943.6	2,874.8	36,116.2
	Percentage — Pourcentage			
Employed in Canada and other business — Travail au Canada et autres affaires	6.0	2.1	20.6	5.9
Visiting friends or relatives — Visites à des amis ou à des parents	19.3	22.1	15.5	19.9
Other recreation — Loisirs (autres)	53.9	69.6	55.8	59.2
Other purposes — Autres buts	19.6	5.9	8.0	14.2
Three or more purposes — Trois buts ou plus	1.2	0.3	0.1	0.8
Total	100.0	100.0	100.0	100.0

¹ Excludes in transit traffic and "other methods". — Non compris les voyageurs en transit et ceux des "autres moyens".

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 24. United States Motorists¹ in Canada for One or More Nights, classified by Type of Lodging and Province of Main Destination, 1971

TABLEAU 24. Automobilistes¹ des États-Unis au Canada une nuit ou plus, selon le type de logement et la province de destination principale, 1971

Principal type of lodging — Principal type de logement	Province of destination — Province de destination							
	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia ² — Colombie- Britannique ²	Total
	Thousands — Milliers							
Camping or house trailer — Camping ou caravane	227	281	913	89	23	170	315	2,018
Apartment, dwelling or cottage — Appartement, logement ou chalet	44	95	995	15	7	7	29	1,192
Resort, hotel or motel — Hôtel ou motel	369	1,907	2,442	172	29	302	745	5,966
Home of friends or relatives — Maison d'amis ou de parents	219	514	1,058	43	40	52	203	2,129
Other — Autres	5	18	62	4	1	3	10	103
Total	864	2,815	5,470	323	100	534	1,302	11,408
	Percentages — Pourcentages							
Camping or house trailer — Camping ou caravane	26.3	10.0	16.7	27.6	23.0	31.8	24.2	17.7
Apartment, dwelling or cottage — Appartement, logement ou chalet	5.1	3.4	18.2	4.6	7.0	1.3	2.2	10.4
Resort, hotel or motel — Hôtel ou motel	42.7	67.8	44.7	53.3	29.0	56.6	57.2	52.3
Home of friends or relatives — Maison d'amis ou de parents	25.3	18.2	19.3	13.3	40.0	9.7	15.6	18.7
Other — Autres	0.6	0.6	1.1	1.2	1.0	0.6	0.8	0.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

¹ Excludes motorists travelling to or from Alaska and those indicating three or more provinces of main destination. — Non compris les automobilistes à destination ou en provenance de l'Alaska et ceux qui indiquent trois provinces ou plus comme destination principale.

² Includes destinations in the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires du Nord-Ouest.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 25. Number and Expenditures of United States Visitors Entering Canada, classified by Length of Stay, 1971

TABLEAU 25. Nombre de visiteurs au Canada en provenance des États-Unis et leurs dépenses, selon la durée du séjour, 1971

Estimated days stay in Canada Estimation du séjour au Canada	Number of persons — Nombre de personnes	Per cent of persons — Pourcentage de personnes	Number of person days — Nombre de jours personnes	Average stay per person (days) — Séjour moyen par personne (jours)	Estimated expenditure ¹ — Dépenses estimatives ¹	Average expenditure per person — Dépenses moyennes par personne	Average expenditure per person per day — Dépenses moyennes par personne par jour
					\$'000		\$
	Automobile						
1 ² day — jour.....	21, 297, 800	64. 1	21, 297, 800	1. 0	106, 290	5. 00	5. 00
2 days — jours	2, 616, 000	7. 9	5, 232, 000	2. 0	50, 135	19. 20	9. 60
3- 7 days — jours	6, 738, 300	20. 3	28, 847, 100	4. 3	339, 369	50. 40	11. 80
8-14 “ “	2, 011, 500	6. 0	19, 662, 900	9. 8	189, 328	94. 10	9. 60
15-21 “ “	378, 500	1. 1	6, 373, 100	16. 8	55, 665	147. 10	8. 70
22 days and over — jours et plus.....	199, 300	0. 6	7, 103, 100	35. 6	46, 546	233. 50	6. 60
Total	33, 241, 400	100. 0	88, 516, 000	2. 7	787, 333	23. 70	8. 90
	Non-automobile ³ — Autres ³						
1 ² day — jour.....	481, 200	16. 7	481, 200	1. 0	5, 057	10. 50	10. 50
2 days — jours	243, 400	8. 5	486, 800	2. 0	14, 491	59. 50	29. 80
3- 7 days — jours	1, 361, 600	47. 4	5, 916, 600	4. 3	139, 438	102. 40	23. 60
8-14 “ “	587, 900	20. 5	5, 850, 200	10. 0	105, 839	180. 00	18. 10
15-21 “ “	121, 800	4. 2	2, 073, 600	17. 0	33, 663	276. 40	16. 20
22 days and over — jours et plus.....	78, 900	2. 7	2, 624, 200	33. 3	22, 416	284. 10	8. 50
Total	2, 874, 800	100. 0	17, 432, 600	6. 1	320, 904	111. 60	18. 40
	Total						
1 ² day — jour.....	21, 779, 000	60. 3	21, 779, 000	1. 0	111, 347	5. 10	5. 10
2 days — jours	2, 859, 400	7. 9	5, 718, 800	2. 0	64, 626	22. 60	11. 30
3- 7 days — jours	8, 099, 900	22. 4	34, 763, 700	4. 3	478, 807	59. 10	13. 80
8-14 “ “	2, 599, 400	7. 2	25, 513, 100	9. 8	295, 167	113. 60	11. 60
15-21 “ “	500, 300	1. 4	8, 446, 700	16. 9	89, 328	178. 50	10. 60
22 days and over — jours et plus.....	278, 200	0. 8	9, 727, 300	35. 0	68, 962	247. 90	7. 10
Total	36, 116, 200	100. 0	105, 948, 600	2. 9	1, 108, 237	30. 70	10. 50

¹ Subject to revision and includes international transportation fares paid to Canadian carriers. — Chiffres sujets à rectification. — Y compris les prix du transport des voyageurs internationaux payés aux transporteurs canadiens.

² Persons entering and leaving on the same day. — Personnes entrant et sortant le même jour.

³ Excludes visitors in transit and "other methods" but includes private plane and boat traffic. — Non compris les voyageurs en transit et ceux des "autres moyens", mais y compris le transport par avion ou bateau privé.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 26. Number of United States Automobiles and Persons Entering Canada, classified by Length of Visit and Province of Entry, 1971¹

TABLEAU 26. Nombre d'automobiles et de personnes au Canada en provenance des États-Unis, selon la durée du séjour et la province d'entrée, 1971¹

Estimated days stay — Estimation du séjour	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon — Colombie- Britannique et Yukon	Canada
	Number of automobiles — Nombre d'automobiles							
1 ² day — jour	1, 289, 600	852, 600	5, 427, 700	173, 200	53, 000	54, 100	585, 800	8, 436, 000
2 days — jours	40, 900	145, 700	702, 500	32, 100	5, 800	10, 000	95, 300	1, 032, 300
3 “ “	36, 400	190, 400	504, 300	27, 200	5, 400	13, 700	152, 300	929, 700
4 “ “	33, 700	140, 300	291, 300	18, 500	5, 000	13, 700	94, 200	596, 700
5 “ “	40, 600	94, 900	166, 500	9, 000	4, 800	10, 900	56, 700	383, 400
6 “ “	35, 900	54, 400	112, 400	8, 800	4, 300	8, 500	43, 700	268, 000
7 “ “	17, 800	35, 400	99, 500	6, 100	3, 900	7, 000	31, 000	200, 700
8-10 days — jours.....	48, 700	53, 100	260, 300	14, 000	7, 400	15, 600	59, 400	458, 500
11-14 “ “	40, 900	14, 200	99, 000	8, 100	3, 600	7, 000	32, 400	205, 200
15-21 “ “	13, 800	6, 600	79, 100	5, 600	2, 100	3, 200	20, 700	131, 100
22 days and over — jours et plus	15, 000	4, 600	43, 200	2, 200	1, 100	2, 300	9, 600	78, 000
Total	1, 613, 300	1, 592, 200	7, 785, 800	304, 800	96, 400	146, 000	1, 181, 100	12, 719, 600
	Number of persons — Nombre de personnes							
1 ² day — jour	3, 148, 500	2, 419, 300	13, 396, 000	498, 900	135, 200	137, 800	1, 562, 100	21, 297, 800
2 days — jours	111, 900	454, 500	1, 663, 800	97, 800	15, 700	26, 900	245, 400	2, 616, 000
3 “ “	100, 700	605, 900	1, 331, 400	89, 100	17, 200	42, 300	393, 400	2, 580, 000
4 “ “	99, 900	441, 100	779, 300	53, 800	16, 500	39, 600	246, 900	1, 677, 100
5 “ “	123, 200	288, 700	445, 300	29, 900	14, 800	32, 100	153, 500	1, 087, 500
6 “ “	107, 000	172, 400	326, 500	29, 900	13, 300	24, 600	121, 200	794, 900
7 “ “	51, 300	113, 400	300, 200	19, 800	11, 500	20, 500	82, 100	598, 800
8-10 days — jours.....	136, 900	177, 400	797, 900	49, 300	23, 100	45, 800	163, 900	1, 394, 300
11-14 “ “	145, 500	43, 600	286, 600	23, 400	11, 000	20, 400	86, 700	617, 200
15-21 “ “	42, 200	23, 400	230, 500	17, 100	6, 400	8, 900	50, 000	378, 500
22 days and over — jours et plus	36, 300	13, 200	110, 600	7, 700	3, 100	5, 100	23, 300	199, 300
Total	4, 103, 400	4, 752, 900	19, 668, 100	916, 700	267, 800	404, 000	3, 128, 500	33, 241, 400

¹ Subject to revision. — Chiffres sujets à rectification.

² Entering and leaving on the same day. — Personnes entrant et sortant le même jour.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

SECTION II

OVERSEAS VISITORS TO CANADA

VISITEURS EN PROVENANCE D'OUTRE-MER

TABLE 27. Expenditures on Travel¹ by Visitors from Overseas Countries,² 1967-1971

TABLEAU 27. Dépenses de voyage¹ des visiteurs d'outre-mer², 1967-1971

Area of residence — Région de résidence	1967	1968	1969	1970	1971 ³
	\$'000,000				
United Kingdom — Royaume-Uni	40	23	29	44	42
Other sterling areas — Autres pays de la zone sterling	18	13	17	23	24
Other OECD in Europe — Autres pays de l'O.C.D.E. (Europe)	58	32	40	53	54
All other countries — Autres pays	38	19	27	32	34
Total	154	87	113	152	154

¹ Includes international transportation fares. — Y compris le prix du transport international.

² Excludes Hawaii. — Non compris Hawaï.

³ Subject to revision. — Chiffres sujets à rectification.

TABLE 28. Number and Expenditures¹ of Overseas Visitors in Canada, 1969-1971

TABLEAU 28. Nombre et dépenses¹ des visiteurs d'outre-mer au Canada, 1969-1971

		1969	1970	1971
Number of visitors — Quantité	'000	463	536	543
Expenditure — Dépenses	\$'000,000	80	103	101
Average trip expenditure — Dépenses moyennes de voyage	\$	173	192	186
Average daily expenditure — Dépenses moyennes quotidiennes	\$	8	9	10

¹ Excludes international transportation fares — Non compris le prix du transport international.

TABLE 29. Visitors from Overseas Countries Entering Canada,¹ at Principal Ports of Entry, Quarterly, 1971

TABLEAU 29. Visiteurs d'outre-mer au Canada,¹ selon le principal port d'entrée, par trimestre, 1971

Port of entry — Port d'entrée	I	II	III	IV	Total
Selected ports — Certains ports:					
Gander, Nfld. — T.-N.	529	1,239	1,421	720	3,909
Halifax, N.S. ² — N.-E. ²	464	1,136	2,249	1,199	5,048
Lacolle, Qué.	1,451	4,612	13,207	3,565	22,835
Montréal Airport, Que. — Aéroport, Qué.	18,134	37,365	54,482	30,792	140,773
Phillipsburg, Qué.	617	1,679	4,280	1,343	7,919
Québec, Qué.	81	2,945	3,593	2,194	8,813
Fort Erie, Ont.	1,400	4,658	7,612	3,042	16,712
Niagara Falls, Ont.	804	5,480	8,804	2,314	17,402
Sarnia, Ont.	151	1,075	1,354	361	2,941
Toronto Airport, Ont. — Aéroport, Ont.	15,256	51,893	95,948	29,317	192,414
Windsor, Ont.	789	2,572	4,187	1,426	8,974
Winnipeg Airport, Man. — Aéroport, Man.	490	1,400	1,862	981	4,733
Edmonton, Alta. — Alb.	836	4,803	6,172	1,795	13,606
Pacific Highway, B.C. — Route du Pacifique, C.-B.	1,166	3,110	4,796	1,948	11,020
Vancouver Airport, B.C. — Aéroport, C.-B.	5,274	14,721	23,690	8,310	51,995
Total	47,442	138,688	233,657	89,307	509,094
All other ports — Autres ports	2,649	9,493	16,109	5,836	34,087
Grand — Total — Général	50,091	148,181	249,766	95,143	543,181

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours. — Y compris les entrées directes ou via les États-Unis, selon le port d'entrée; non compris la majorité des voyageurs en transit et ceux qui séjournent au Canada pendant moins de 24 heures.

² Includes entries by plane and ship. — Y compris les entrées par avion ou par bateau.

Source: Frontier count. — Dénombrement à la frontière.

TABLE 30. Visitors¹ from Overseas Countries, classified by Principal Country of Residence, Quarterly, 1971

TABLEAU 30. Visiteurs¹ d'outre-mer, selon le principal pays de résidence, par trimestre, 1971

Country of residence — Pays de résidence	I	II	III	IV	Total
Europe:					
Austria — Autriche	376	1,080	2,079	643	4,178
Azores — Açores	96	293	180	268	837
Belgium — Belgique	558	1,664	4,106	1,271	7,599
Bulgaria — Bulgarie	15	140	279	254	688
Czechoslovakia — Tchécoslovaquie	98	329	317	220	964
Denmark — Danemark	554	2,664	2,343	1,123	6,684
Finland — Finlande	310	1,382	1,273	573	3,538
France	3,882	7,644	19,539	6,130	37,195
Germany, Federal Republic of — Allemagne (République fédérale)	3,578	13,079	22,644	6,511	45,812
Greece — Grèce	1,417	2,151	2,417	2,565	8,550
Hungary — Hongrie	204	1,307	1,165	624	3,300
Ireland (Eire) — Irlande (Eire)	446	987	1,884	754	4,071
Italy — Italie	2,286	5,032	7,083	4,262	18,663
Malta — Malte	11	30	641	32	714
Netherlands, The — Pays-Bas	1,471	8,939	15,174	3,501	29,085
Norway — Norvège	741	2,065	2,008	1,147	5,961
Poland — Pologne	312	3,043	2,932	2,921	9,208
Portugal	617	1,461	1,473	1,126	4,677
Rumania — Roumanie	104	106	84	98	392
Spain — Espagne	609	1,269	1,672	1,189	4,739
Sweden — Suède	1,021	1,900	2,040	1,347	6,308
Switzerland — Suisse	1,059	2,528	3,712	2,049	9,348
United Kingdom — Royaume-Uni	10,058	39,869	79,366	20,958	150,251
U.S.S.R. — U.R.S.S.	203	468	439	329	1,439
Yugoslavia — Yougoslavie	501	1,108	1,739	766	4,114
Other — Autres	132	248	278	146	804
Total.....	30,659	100,786	176,867	60,807	369,119
Africa — Afrique:					
Algeria — Algérie	15	37	94	25	171
Egypt — Égypte	90	338	498	203	1,129
Rhodesia — Rhodésie	20	51	75	34	180
South Africa — Afrique du Sud	435	1,299	1,267	768	3,769
Other — Autres	487	1,481	2,493	1,180	5,641
Total.....	1,047	3,206	4,427	2,210	10,890
Asia — Asie:					
Ceylon — Ceylan	29	90	103	71	293
China — Chine	22	42	83	71	218
Hong Kong — Hong-kong	914	1,850	2,697	1,821	7,282
India — Inde	971	3,008	2,992	1,558	8,529

See footnote(s) at the end of table. — Voir renvoi(s) à la fin du tableau.

TABLE 30. Visitors¹ from Overseas Countries, classified by Principal Country of Residence, Quarterly, 1971 - Concluded

TABLEAU 30. Visiteurs¹ d'outre-mer, selon le principal pays de résidence, par trimestre, 1971, - fin

Country of residence — Pays de résidence	I	II	III	IV	Total
Asia - Concluded - Asie - fin:					
Israel - Israël.....	738	2,219	2,823	1,311	7,091
Japan - Japon	3,228	6,166	11,346	5,115	25,855
Korea, South - Corée du Sud	160	298	403	363	1,224
Lebanon - Liban	186	341	582	413	1,522
Pakistan	194	449	461	242	1,346
Philippines	340	1,132	1,045	773	3,290
Syria - Syrie	16	81	93	67	257
Taiwan - Taiwan	242	1,025	1,194	812	3,273
Turkey - Turquie	119	265	399	219	1,002
Other - Autres	694	1,827	2,523	1,139	6,183
Total	7,853	18,793	26,744	13,975	67,365
North America, Central America and Caribbean - Amérique du Nord, Amérique centrale et Antilles:					
Antigua	49	130	218	138	535
Bahamas	196	448	867	374	1,885
Barbados - Barbade	250	673	1,465	480	2,868
Bermuda - Bermudes	428	731	2,243	968	4,370
Cuba	29	131	62	16	238
Haiti - Haïti	257	386	1,190	491	2,324
Jamaica - Jamaïque	1,253	2,778	5,407	2,385	11,823
Mexico - Mexique	774	2,747	4,726	1,733	9,980
Trinidad and Tobago - Trinité et Tobago	789	1,796	5,205	1,460	9,250
Other - Autres	739	1,528	2,316	1,201	5,784
Total	4,764	11,348	23,699	9,246	49,057
South America - Amérique du Sud:					
Argentina - Argentine	439	934	1,103	577	3,053
Brazil - Brésil	508	1,176	2,096	727	4,507
Colombia - Colombie	220	575	790	411	1,996
Guyana - Guyane	379	920	1,776	832	3,907
Venezuela - Vénézuéla	286	646	1,254	544	2,730
Other - Autres	1,195	2,110	2,689	1,537	7,531
Total	3,027	6,361	9,708	4,628	23,724
Oceania - Océanie:					
Australia - Australie	2,002	5,389	6,013	3,175	16,579
New Zealand - Nouvelle-Zélande	608	1,991	1,960	821	5,380
Other - Autres	131	307	348	281	1,067
Total	2,741	7,687	8,321	4,277	23,026
Grand - Total - Général	50,091	148,181	249,766	95,143	543,181

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours. - Y compris les entrées directes ou via les États-Unis selon le port d'entrée; non compris la majorité des voyageurs en transit et ceux qui séjournent au Canada pendant moins de 24 heures.

Source: Frontier count. - Dénombrement à la frontière.

TABLE 31. Visitors¹ from Overseas Countries, classified by Country of Residence and Province of Entry, 1971

TABLEAU 31. Visiteurs¹ d'outre-mer, selon le pays de résidence et la province d'entrée, 1971

Country of residence — Pays de résidence	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba and — et Saskat- chewan	Alberta	British Columbia — Colombie- Britannique	Canada
Europe:							
Austria — Autriche	41	1,726	1,792	33	251	335	4,178
Azores — Açores	—	415	417	—	—	5	837
Belgium — Belgique	98	4,537	2,556	38	163	207	7,599
Bulgaria — Bulgarie	525	130	26	—	—	7	688
Czechoslovakia — Tchécoslovaquie	10	676	214	4	30	30	964
Denmark — Danemark	203	2,202	1,680	163	982	1,454	6,684
Finland — Finlande	66	620	2,201	28	100	523	3,538
France	753	30,646	4,125	100	740	831	37,195
Germany, Federal Republic of — Allemagne (République fédérale)	933	14,460	21,746	628	4,109	3,936	45,812
Greece — Grèce	323	5,186	2,292	35	139	575	8,550
Hungary — Hongrie	21	1,458	1,400	8	236	177	3,300
Ireland (Eire) — Irlande (Eire)	106	2,159	1,531	26	66	183	4,071
Italy — Italie	248	10,084	7,689	56	184	402	18,663
Malta — Malte	4	39	650	10	2	9	714
Netherlands, The — Pays-Bas	512	5,910	15,497	116	3,220	3,830	29,085
Norway — Norvège	311	2,378	577	84	297	2,314	5,961
Poland — Pologne	189	6,898	2,001	14	82	24	9,208
Portugal	197	2,578	1,803	1	13	85	4,677
Rumania — Roumanie	14	265	93	2	8	10	392
Spain — Espagne	451	3,015	974	5	84	210	4,739
Sweden — Suède	250	2,701	1,840	130	325	1,062	6,308
Switzerland — Suisse	81	5,921	2,076	70	366	834	9,348
United Kingdom — Royaume-Uni	5,093	30,232	88,288	2,732	6,519	17,387	150,251
U.S.S.R. — U.R.S.S.	34	1,289	82	—	16	18	1,439
Yugoslavia — Yougoslavie	44	1,031	2,757	25	104	153	4,114
Other — Autres	81	344	266	24	19	70	804
Total	10,588	136,900	164,573	4,332	18,055	34,671	369,119
Africa — Afrique:							
Algeria — Algérie	4	130	19	—	10	8	171
Egypt — Égypte	14	841	234	10	2	28	1,129
Rhodesia — Rhodésie	6	75	61	5	18	15	180
South Africa — Afrique du Sud	78	1,261	1,710	60	174	486	3,769
Other — Autres	131	3,202	1,632	85	175	416	5,641
Total	233	5,509	3,656	160	379	953	10,890
Asia — Asie:							
Ceylon — Ceylan	13	106	138	4	—	32	293
China — Chine	5	95	75	3	—	40	218
Hong Kong — Hong-kong	64	900	2,525	71	68	3,654	7,282
India — Inde	215	2,735	4,066	170	130	1,213	8,529

See footnote(s) at end of table. — Voir renvoi(s) à la fin du tableau.

TABLE 31. Visitors¹ from Overseas Countries, classified by Country of Residence and Province of Entry, 1971 - Concluded

TABLEAU 31. Visiteurs¹ d'outre-mer, selon le pays de résidence et la province d'entrée, 1971 - fin

Country of residence — Pays de résidence	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba and — et Saskat- chewan	Alberta	British Columbia — Colombie- Britannique	Canada
Asia - Concluded - Asie - fin:							
Israel - Israël	56	4,731	2,060	25	68	151	7,091
Japan - Japon	237	4,744	7,979	235	496	12,164	25,855
Korea, South - Corée du Sud	17	262	466	11	10	458	1,224
Lebanon - Liban	24	1,142	304	5	8	39	1,522
Pakistan	30	588	638	20	6	64	1,346
Philippines	63	753	1,390	51	23	1,010	3,290
Syria - Syrie	6	161	82	1	—	7	257
Taiwan - Taïwan	14	308	2,397	17	36	501	3,273
Turkey - Turquie	11	662	273	6	20	30	1,002
Other - Autres	48	2,262	2,508	79	98	1,188	6,183
Total	803	19,449	24,901	698	963	20,551	67,355
North America, Central America and Caribbean - Amérique du Nord, Amérique centrale et Antilles:							
Antigua	13	140	378	—	—	4	535
Bahamas	15	344	1,448	11	11	56	1,885
Barbados - Barbade	74	912	1,811	18	3	50	2,868
Bermuda - Bermudes	333	982	2,999	6	3	47	4,370
Cuba	14	150	56	5	—	13	238
Haiti - Haïti	4	1,351	964	2	2	1	2,324
Jamaica - Jamaïque	67	1,034	10,605	26	2	89	11,823
Mexico - Mexique	82	3,414	4,307	217	334	1,626	9,980
Trinidad and Tobago - Trinité et Tobago	81	2,214	6,830	20	11	94	9,250
Other - Autres	227	2,061	2,901	32	34	529	5,784
Total	910	12,602	32,299	337	400	2,509	49,057
South America - Amérique du Sud:							
Argentina - Argentine	41	1,268	1,322	10	46	366	3,053
Brazil - Brésil	44	1,717	2,437	33	15	261	4,507
Colombia - Colombie	23	1,011	849	13	9	91	1,996
Guyana - Guyane	18	585	3,243	21	6	34	3,907
Venezuela - Vénézuéla	24	1,411	1,134	4	28	129	2,730
Other - Autres	61	2,112	3,301	168	161	1,728	7,531
Total	211	8,104	12,286	249	265	2,609	23,724
Oceania - Océanie:							
Australia - Australie	209	3,462	5,630	265	514	6,499	16,579
New Zealand - Nouvelle-Zélande	74	894	1,554	67	328	2,463	5,380
Other - Autres	60	130	190	20	41	626	1,067
Total	343	4,486	7,374	352	883	9,588	23,026
Grand - Total - Général	13,088	187,050	245,089	6,128	20,945	70,881	543,181

¹ Entries direct and via the United States; excludes most persons in transit and persons in Canada for less than 24 hours. — Y compris les entrées directes ou via les États-Unis; non compris la majorité des voyageurs en transit et ceux qui séjournent au Canada pendant moins de 24 heures.

Source: Frontier count. — Dénombrement à la frontière.

TABLE 32. Visitors¹ from Overseas Countries, classified by Principal Country of Residence and Immigration Category 1971

TABLEAU 32. Visiteurs¹ d'outre-mer, selon le principal pays de résidence et la catégorie d'immigration, 1971

Country of residence — Pays de résidence	Tourists and visitors — Touristes et visiteurs	Temporary and seasonal workers — Travailleurs temporaires et saisonniers	In transit — Voyageurs en transit	Enter- tainers — Artistes	Seamen — Marins	Other — Autres	Total
Europe:							
Austria — Autriche	3,389	451	248	40	49	1	4,178
Azores — Açores	826	3	4	1	2	1	837
Belgium — Belgique	6,102	915	388	107	82	5	7,599
Bulgaria — Bulgarie	46	91	12	15	524	—	688
Czechoslovakia — Tchécoslovaquie	626	224	59	20	34	1	964
Denmark — Danemark	5,059	781	333	36	474	1	6,684
Finland — Finlande	2,858	458	102	7	111	2	3,538
France	28,955	6,335	1,289	195	384	37	37,195
Germany, Federal Republic of — Allemagne (République fédérale)	37,974	4,980	1,276	219	1,348	15	45,812
Greece — Grèce	5,874	222	238	177	2,028	11	8,550
Hungary — Hongrie	2,985	170	100	42	1	2	3,300
Ireland (Eire) — Irlande (Eire)	3,275	487	81	81	141	6	4,071
Italy — Italie	15,864	1,630	498	158	487	26	18,663
Malta — Malte	651	11	46	5	1	—	714
Netherlands, The — Pays-Bas	25,384	1,906	1,127	19	641	8	29,085
Norway — Norvège	2,330	748	345	7	2,527	4	5,961
Poland — Pologne	2,916	210	5,763	76	237	6	9,208
Portugal	4,102	201	48	82	239	5	4,677
Rumania — Roumanie	217	124	26	18	7	—	392
Spain — Espagne	2,673	614	612	50	783	7	4,739
Sweden — Suède	3,805	1,733	328	16	423	3	6,308
Switzerland — Suisse	7,348	1,523	346	33	92	6	9,348
United Kingdom — Royaume-Uni	126,285	15,732	4,557	694	2,910	73	150,251
U.S.S.R. — U.R.S.S.	789	221	225	83	115	6	1,439
Yugoslavia — Yougoslavie	3,119	306	346	60	273	10	4,114
Other — Autres	661	80	43	6	14	—	804
Total	294,113	40,156	18,440	2,247	13,927	236	369,119
Africa — Afrique:							
Algeria — Algérie	113	52	6	—	—	—	171
Egypt — Égypte	1,042	36	13	2	33	3	1,129
Rhodesia — Rhodésie	170	7	1	—	2	—	180
South Africa — Afrique du Sud	3,125	568	48	7	16	5	3,769
Other — Autres	4,787	612	122	5	99	16	5,641
Total	9,237	1,275	190	14	150	24	10,890
Asia — Asie:							
Ceylon — Ceylan	251	32	5	—	5	—	293
China — Chine	157	17	11	3	28	2	218
Hong Kong — Hong-kong	6,386	369	152	3	346	26	7,282
India — Inde	7,502	664	153	32	162	16	8,529

See footnote(s) at end of table. — Voir renvoi(s) à la fin du tableau.

TABLE 32. Visitors¹ from Overseas Countries, classified by Principal Country of Residence and Immigration Category 1971 - Concluded

TABLEAU 32. Visiteurs¹ d'outre-mer, selon le principal pays de résidence et la catégorie d'immigration, 1971 - fin

Country of residence Pays de résidence	Tourists and visitors — Touristes et visiteurs	Temporary and seasonal workers — Travailleurs temporaires et saisonniers	In transit — Voyageurs en transit	Entertainers — Artistes	Seamen — Marins	Other — Autres	Total
Asia - Concluded - Asie - fin:							
Israel - Israël	6,094	565	340	31	59	2	7,091
Japan - Japon	16,665	8,048	955	44	136	7	25,855
Korea, South - Corée du Sud	776	257	122	8	54	7	1,224
Lebanon - Liban	1,335	72	42	62	9	2	1,522
Pakistan	1,165	138	14	—	24	5	1,346
Philippines	2,715	159	184	4	212	16	3,290
Syria - Syrie	220	11	15	3	8	—	257
Taiwan - Taïwan	2,975	118	94	9	73	4	3,273
Turkey - Turquie	889	65	21	2	24	1	1,002
Other - Autres	5,447	387	162	30	140	17	6,183
Total	52,577	10,902	2,270	231	1,280	105	67,365
North America, Central America and Caribbean - Amérique du Nord, Amérique centrale et Antilles:							
Antigua	471	37	12	9	4	2	535
Bahamas	1,565	254	32	32	1	1	1,885
Barbados - Barbade	2,247	439	43	36	96	7	2,868
Bermuda - Bermudes	4,018	247	34	53	2	16	4,370
Cuba	87	72	12	65	—	2	238
Haiti - Haïti	2,281	28	4	—	1	10	2,324
Jamaica - Jamaïque	10,379	1,204	117	83	33	7	11,823
Mexico - Mexique	8,278	732	811	87	66	6	9,980
Trinidad and Tobago - Trinité et Tobago	8,450	670	67	38	15	10	9,250
Other - Autres	5,062	276	209	33	197	7	5,784
Total	42,838	3,959	1,341	436	415	68	49,057
South America - Amérique du Sud:							
Argentina - Argentine	2,646	229	83	56	38	1	3,053
Brazil - Brésil	3,848	531	46	59	14	9	4,507
Colombia - Colombie	1,816	122	32	5	19	2	1,996
Guyana - Guyane	3,777	96	23	3	7	1	3,907
Venezuela - Vénézuéla	2,526	155	39	6	1	3	2,730
Other - Autres	6,711	352	383	5	73	7	7,531
Total	21,324	1,485	606	134	152	23	23,724
Oceania - Océanie:							
Australia - Australie	13,534	2,436	376	58	71	104	16,579
New Zealand - Nouvelle-Zélande	4,526	514	287	33	16	4	5,380
Other - Autres	956	42	8	3	58	—	1,067
Total	19,016	2,992	671	94	145	108	23,026
Grand - Total - Général	439,105	60,769	23,518	3,156	16,069	564	543,181

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours. — Y compris les entrées directes ou via États-Unis, selon le port d'entrée; mais non compris la majorité des voyageurs en transit et ceux qui séjournent au Canada pendant moins de 24 heures.

Source: Frontier Count. — Dénombrement à la frontière.

TABLE 33. Number and Expenditures¹ of Visitors from Overseas Countries, classified by Province of Destination, 1970 and 1971

TABLEAU 33. Nombre de visiteurs en provenance d'outre-mer et leurs dépenses¹, selon la province de destination, 1970 et 1971

Province of destination — Province de destination	Visitors — Visiteurs		Expenditures — Dépenses	
	1970	1971	1970	1971
	number — nombre		\$'000	
Atlantic Provinces — Provinces de l'Atlantique	13,000	16,300	2,700	3,016
Québec	151,400	155,000	29,082	28,908
Ontario	228,000	248,600	42,427	43,406
Manitoba	9,000	8,700	2,008	1,650
Saskatchewan	3,800	3,800	839	688
Alberta	20,300	24,400	4,195	4,946
British-Columbia ² — Colombie-Britannique ²	65,400	79,600	13,168	16,559
Touring ³ — Destination multiple ³	44,600	6,800	8,929	2,196
Total	535,500	543,200	103,348	101,369

¹ Excludes international transportation fares. — Non compris le prix du transport des voyageurs internationaux.

² Includes destinations in the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires du Nord-Ouest.

³ Persons stating three or more provinces of destination in 1971 and two or more provinces in 1970. — Personnes déclarant trois provinces ou plus de destination en 1971 et deux provinces ou plus en 1970.

Note: Expenditures are coded to province of main destination and may not all have been spent in that province. — **Nota:** Les dépenses sont codées selon la province de destination principale, mais elles ne sont peut-être pas toutes faites dans cette province.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 34. Visitors¹ from Overseas Countries, classified by Area of Residence and by Province of Destination, 1971

TABLEAU 34. Visiteurs¹ d'outre-mer, selon la région de résidence et la province de destination, 1971

Area of residence — Région de résidence	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba and — et Saskat- chewan	Alberta	British Columbia ² — Colombie- Britannique ²	Touring ³ — Destination multiple ³	Total
Number of persons — Nombre de personnes								
United Kingdom — Royaume-Uni	6,000	24,300	82,700	5,000	8,300	22,200	1,800	150,300
OECD in Europe — Total — Pays de l'O.C.D.E. (Europe)	6,100	71,800	81,000	4,000	10,100	23,400	1,800	198,200
France	1,000	26,900	5,900	300	1,600	1,200	300	37,200
Germany, Federal Republic of — Allemagne (République fédérale)	1,200	10,100	23,400	1,400	3,000	6,100	600	45,800
Netherlands, The — Pays-Bas	700	4,100	16,300	800	2,400	4,600	200	29,100
Scandinavian countries ⁴ — Scandinavie ⁴	1,100	5,300	4,900	500	1,500	5,600	--	18,900
Other OECD countries — Autres pays de l'O.C.D.E.	2,100	25,400	30,500	1,000	1,600	5,900	700	67,200
Other sterling areas — Autres pays de la zone sterling	1,400	15,200	40,900	1,500	2,500	12,200	1,100	74,800
All other countries — Autres pays	2,800	43,700	44,000	2,000	3,500	21,800	2,100	119,900
Grand — Total — général	16,300	155,000	248,600	12,500	24,400	79,600	6,800	543,200
Percentages — Pourcentages								
United Kingdom — Royaume-Uni	4.0	16.2	55.0	3.3	5.5	14.8	1.2	100.0
OECD in Europe — Total — Pays de l'O.C.D.E. (Europe)	3.1	36.2	40.9	2.0	5.1	11.8	0.9	100.0
France	2.7	72.3	15.9	0.8	4.3	3.2	0.8	100.0
Germany, Federal Republic of — Allemagne (République fédérale)	2.6	22.1	51.1	3.0	6.6	13.3	1.3	100.0
Netherlands, The — Pays-Bas	2.4	14.1	56.0	2.8	8.2	15.8	0.7	100.0
Scandinavian countries ⁴ — Scandinavie ⁴	5.8	28.1	25.9	2.7	7.9	29.6	--	100.0
Other OECD countries — Autres pays de l'O.C.D.E.	3.1	37.8	45.4	1.5	2.4	8.8	1.0	100.0
Other sterling areas — Autres pays de la zone sterling	1.9	20.3	54.7	2.0	3.3	16.3	1.5	100.0
All other countries — Autres pays	2.3	36.4	36.7	1.7	2.9	18.2	1.8	100.0
Grand — Total — Général	3.0	28.5	45.8	2.3	4.5	14.7	1.2	100.0

¹ Visitors entering both direct and via the United States. — Visiteurs arrivant directement ou via les États-Unis.

² Includes destinations in the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires du Nord-Ouest.

³ Persons stating three or more provinces of destination. — Personnes déclarant trois provinces ou plus de destination.

⁴ Denmark, Norway and Sweden. — Danemark, Norvège et Suède.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 35. Length of Stay¹ reported by Visitors² from Overseas Countries, classified by Area of Residence, 1970 and 1971

TABLEAU 35. Durée du séjour¹ des visiteurs² d'outre-mer, selon la région de résidence, 1970 et 1971

Area of residence — Région de résidence	1970			1971		
	Number of persons — Nombre de personnes	Person-nights in Canada — Nuits- personnes au Canada	Average nights stay — Nuits moyennes de séjour	Number of persons — Nombre de personnes	Person-nights in Canada — Nuits- personnes au Canada	Average nights stay — Nuits moyennes de séjour
United Kingdom — Royaume-Uni	157,700	3,965,400	25.1	150,300	3,732,600	24.8
OECD in Europe — Total — Pays de l'O.C.D.E. (Europe)	192,600	4,068,300	21.1	198,200	3,696,900	18.7
France	36,900	583,800	15.8	37,200	578,500	15.6
Germany, Federal Republic of — Allemagne (République fédérale)	41,300	918,500	22.2	45,800	1,093,800	23.9
Netherlands, The — Pays-Bas	28,000	638,900	22.8	29,100	733,800	25.2
Scandinavian countries ³ — Scandinavie ³	18,400	358,000	19.5	18,900	289,300	15.3
Other OECD countries — Autres pays de l'O.C.D.E.	68,000	1,569,100	23.1	67,200	1,001,500	14.9
Other sterling areas — Autres pays de la zone sterling	74,500	1,038,200	13.9	74,800	952,900	12.7
All other countries — Autres pays	110,700	1,504,100	13.6	119,900	1,410,000	11.8
Grand — Total — Général	535,500	10,576,000	19.7	543,200	9,792,400	18.0

¹ Excluding time spent in the United States. — Non compris le temps passé aux États-Unis.

² Visitors entering both direct and via the United States. — Visiteurs arrivant directement ou via les États-Unis.

³ Denmark, Norway and Sweden. — Danemark, Norvège et Suède.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

SECTION III

CANADIAN TRAVEL TO THE UNITED STATES



CANADIENS EN VOYAGE AUX ÉTATS-UNIS

TABLE 36. Canadian Travellers in the United States,¹ by Type of Transportation, 1967-1971

TABLEAU 36. Canadiens en visite aux États-Unis,¹ selon le moyen de transport, 1967-1971

Type of transportation - Moyen de transport	1967	1968	1969	1970	1971
thousands of visits - milliers de visites					
Short term traffic (same day) Courte visite (même jour)					
Automobile	21,816	22,524	22,934	22,891	21,387
Non-automobile - Autres:					
Plane - Avion	33	40	42	52	48
Bus - Autobus	50	179	95	79	69
Train - Chemin de fer	3	--	--	--	--
Boat - Bateau	36	38	24	22	45
Other methods - Autres moyens	2,771	2,687	3,021	2,877	2,782
Total	2,893	2,944	3,182	3,030	2,944
Short-term - Total - Courte visite	24,709	25,468	26,116	25,921	24,331
Long-term traffic (one or more nights) Visite prolongée (une nuit ou plus)					
Automobile	6,269	6,930	7,349	7,804	7,937
Non-automobile - Autres:					
Plane - Avion	759	888	1,159	1,143	1,214
Bus - Autobus	527	430	595	599	660
Rail - Chemin de fer	145	136	115	86	27
Boat - Bateau	91	96	108	103	90
Total	1,522	1,550	1,977	1,931	1,991
Long-term - Total - Visite prolongée	7,791	8,480	9,326	9,735	9,928
Grand - Total - Général	32,500	33,948	35,442	35,656	34,259

¹ Excludes visits to Hawai. - Non compris Hawaii

Source: Detail based on sample questionnaire surveys. - Données détaillées tirées d'enquêtes par sondage.

TABLE 37. Number and Expenditures of Canadian Travellers in the United States, classified by Length of Stay and Type of Transportation, 1970 and 1971

TABLEAU 37. Nombre et dépenses des Canadiens en visite aux États-Unis, selon la durée de séjour et le moyen de transport, 1970 et 1971

Type of transportation Moyen de transport	Number of persons Nombre de personnes				Estimated expenditures ¹ Dépenses estimatives ¹			
	1970		1971		1970		1971	
	Thousands of visits Milliers de visites	Percent of grand total Pourcentage du total général	Thousands of visits Milliers de visites	Percent of grand total Pourcentage du total général	\$'000,000 Pourcentage du total général	\$'000,000 Pourcentage du total général	\$'000,000 Pourcentage du total général	\$'000,000 Pourcentage du total général
Short-term traffic (same day) Courte visite (même jour)								
Automobile	22,891	64	21,387	62	45.3	5	49.3	5
Non-automobile - Autres:								
Plane - Avion	52	--	48	--	2.4	--	3.3	--
Bus - Autobus	79	--	69	--	0.6	--	0.3	--
Rail - Chemin de fer	--	--	--	--	--	--	--	--
Boat - Bateau	22	--	45	--	--	--	1.1	--
Other methods - Autres moyens	2,877	9	2,782	9	6.5	1	7.0	1
Total	3,030	9	2,944	9	9.5	1	11.7	1
Short-term - Total - Courte visite	25,921	73	24,331	71	54.8	6	61.0	6
Long-term traffic (one or more nights) Visite prolongée (une nuit ou plus)								
Automobile:								
Two or more nights - Deux nuits ou plus	6,020	17	6,225	18	492.0	55	479.9	54
One night - Une nuit	1,784	5	1,712	5	21.6	3	21.3	2
Total	7,804	22	7,937	23	513.6	58	501.2	56
Non-automobile - Autres:								
Plane - Avion	1,143	3	1,214	4	241.3	27	265.4	30
Bus - Autobus	599	2	660	2	65.6	8	66.4	8
Rail - Chemin de fer	86	--	27	--	11.2	1	3.6	--
Boat - Bateau	103	--	90	--	2.0	--	2.1	--
Total	1,931	5	1,991	6	320.1	36	337.5	38
Long-term - Total - Visite prolongée	9,735	27	9,928	29	833.7	94	838.7	94
Grand - Total - Visite prolongée	35,656	100	34,259	100	888.5	100	899.7	100

¹ Subject to revision, excludes Hawaii and transportation fares paid to United States carriers by Canadians travelling overseas. - Chiffres sujets à rectification, non compris Hawai ni les montants versés à des transporteurs américains par des Canadiens voyageant outre-mer.

Source: Detail based on sample questionnaire surveys. - Données détaillées tirées d'enquêtes par sondage.

TABLE 38. Expenditures of Canadian Travellers in the United States,¹ Quarterly, 1970 and 1971²

TABLEAU 38. Dépenses des Canadiens en visite aux États-Unis¹, par trimestre, 1970 et 1971²

Type of transportation — Moyen de transport	I	II	III	IV	Total
	\$'000,000				
1970					
Automobile:					
Two or more nights — Deux nuits ou plus	99.4	126.5	203.3	62.8	492.0
One night — Une nuit	2.8	4.6	10.3	3.9	21.6
Same day — Même jour	8.0	11.4	16.4	9.5	45.3
Total	110.2	142.5	230.0	76.2	558.9
Non-automobile — Autres:					
Plane — Avion	70.5	73.4	53.1	46.7	243.7
Bus — Autobus	13.8	21.4	19.8	11.2	66.2
Rail — Chemin de fer	4.2	3.1	2.1	1.8	11.2
Boat — Bateau	0.1	0.1	1.7	0.1	2.0
Other methods — Autres moyens	1.4	1.7	2.0	1.4	6.5
Total	90.0	99.7	78.7	61.2	329.6
Grand — Total — Général	200.2	242.2	308.7	137.4	888.5
1971					
Automobile:					
Two or more nights — Deux nuits ou plus	90.4	123.4	199.7	66.4	479.9
One night — Une nuit	3.0	5.0	9.9	3.4	21.3
Same day — Même jour	7.7	11.9	18.3	11.4	49.3
Total	101.1	140.3	227.9	81.2	550.5
Non-automobile — Autres:					
Plane — Avion	79.7	70.1	60.4	58.5	268.7
Bus — Autobus	14.1	19.6	21.3	11.7	66.7
Rail — Chemin de fer	2.5	0.6	0.3	0.2	3.6
Boat — Bateau	0.1	0.6	2.3	0.2	3.2
Other methods — Autres moyens	1.3	1.7	2.2	1.8	7.0
Total	97.7	92.6	86.5	72.4	349.2
Grand — Total — Général	198.8	232.9	314.4	153.6	899.7

¹ Excludes Hawaii and transportation fares paid to United States carriers by Canadians travelling overseas. — Non compris Hawaï ni les montants versés aux transporteurs américains par des Canadiens voyageant outre-mer.

² Subject to revision. — Chiffres sujets à rectification.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 39. Average Expenditure and Length of Stay of Canadian Travellers in the United States, by Type of Transportation, 1969-1971

TABLEAU 39. Moyenne des dépenses et de séjour des Canadiens en visite aux États-Unis, par moyen de transport, 1969-1971

Type of transportation — Moyen de transport	Average expenditure per person day — Moyenne des dépenses par personne-jour			Average length of stay — Moyenne de séjour par personne		
	1969	1970	1971	1969	1970	1971
	dollars			days — jours		
Automobile:						
Same day — Même jour	2.00	2.00	2.30	1.0	1.0	1.0
One or more nights — Une nuit ou plus	8.20	8.70	8.70	7.4	7.6	7.3
Total	6.40	6.80	7.00	2.6	2.7	2.7
Non-automobile — Autres:						
Plane — Avion	20.90	20.00	22.20	10.4	10.2	9.6
Bus — Autobus	13.10	11.30	8.60	7.3	8.6	10.7
Rail — Chemin de fer	11.10	12.60	15.10	12.6	10.4	8.8
Boat — Bateau	7.70	2.50	3.80	4.8	6.6	6.2
Other methods — Autres moyens	2.50	2.30	2.50	1.0	1.0	1.0
Total	15.70	14.60	14.70	4.4	4.6	4.8
Grand — Total — Général	8.50	8.50	8.70	2.8	2.9	3.0

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 40. Number of Canadian Automobiles and Other Vehicles Returning from the United States, by Month of Re-entry into Canada, 1967-1971

TABLEAU 40. Nombre d'automobiles canadiennes et d'autres véhicules rentrant des États-Unis, par mois de rentrée au Canada, 1967-1971

Month — Mois	1967	1968	1969	1970	1971
Length of stay (one or more nights) — Durée de séjour (une nuit ou plus)					
January — Janvier	87,082	83,327	94,547	107,632	105,623
February — Février	80,015	81,989	86,508	95,157	92,558
March — Mars	135,203	135,902	140,908	193,873	138,311
April — Avril	131,676	150,333	172,584	147,409	206,129
May — Mai	156,495	169,698	188,667	201,757	205,676
June — Juin	187,744	215,013	224,352	213,995	205,879
July — Juillet	375,565	455,583	451,197	475,687	522,496
August — Août	338,651	469,999	503,241	516,744	502,933
September — Septembre	223,616	250,503	234,164	264,351	270,785
October — Octobre	176,657	205,395	198,403	215,514	222,894
November — Novembre	115,484	128,311	129,263	133,314	133,724
December — Décembre	97,236	114,808	117,037	114,267	128,093
Total	2,105,424	2,460,861	2,540,871	2,679,700	2,735,101
Length of stay (same day) — Durée de séjour (même jour)					
January — Janvier	581,428	531,046	528,366	600,094	580,936
February — Février	529,427	555,575	583,289	586,139	549,498
March — Mars	658,714	653,080	743,970	732,361	639,091
April — Avril	692,284	708,647	772,993	729,805	740,324
May — Mai	754,099	785,766	876,301	877,751	840,006
June — Juin	824,302	867,136	947,750	938,026	864,555
July — Juillet	1,032,460	1,149,813	1,072,690	1,093,330	1,068,393
August — Août	902,118	1,021,992	1,065,761	1,058,455	987,394
September — Septembre	735,711	827,964	787,990	787,426	752,895
October — Octobre	703,671	750,074	769,951	759,985	752,200
November — Novembre	593,985	678,714	669,354	646,744	632,032
December — Décembre	610,057	606,338	648,966	609,652	611,087
Total	8,618,256	9,136,145¹	9,467,381¹	9,419,768¹	9,018,411¹
Commercial vehicles (trucks) — Véhicules commerciaux (camions)					
January — Janvier	72,497	72,920	87,591	86,264	80,705
February — Février	64,308	73,501	77,175	85,132	83,445
March — Mars	65,516	63,800	81,000	90,112	87,088
April — Avril	49,892	61,701	70,475	76,319	80,390
May — Mai	55,323	68,402	82,341	82,213	81,020
June — Juin	62,851	71,441	89,816	95,114	89,280
July — Juillet	62,514	74,334	86,754	90,038	78,324
August — Août	68,505	76,338	85,769	84,449	83,927
September — Septembre	65,249	78,068	90,828	87,565	89,409
October — Octobre	61,519	81,048	95,086	82,838	90,676
November — Novembre	63,649	71,234	75,816	73,738	95,321
December — Décembre	62,850	77,075	81,009	77,569	94,819
Total	754,673	869,862	1,003,660	1,011,351	1,034,404

¹ Includes bicycles, motorcycles and taxis. — Y compris bicyclettes, motocyclettes et taxis.

Source: Frontier count. — Dénombrement à la frontière.

TABLE 41. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by month of Re-entry into Canada, 1967-1971

TABLEAU 41. Nombre de voyageurs canadiens revenant des États-Unis par un moyen de transport autre que l'automobile, par mois de retour au Canada, 1967-1971

Month — Mois	1967	1968	1969	1970	1971
Plane — Avion					
January — Janvier	76,378	85,674	99,676	112,384	109,997
February — Février	60,067	68,731	84,838	81,679	92,270
March — Mars	77,636	88,141	125,511	122,365	130,021
April — Avril	79,521	91,198	112,513	114,882	132,220
May — Mai	61,122	73,583	91,167	108,255	105,805
June — Juin	60,086	67,716	111,467	97,049	95,960
July — Juillet	56,020	66,798	108,612	96,511	102,410
August — Août	66,152	86,111	108,834	107,477	113,751
September — Septembre	64,965	81,029	108,843	98,791	95,932
October — Octobre	68,820	86,853	85,891	90,018	95,760
November — Novembre	59,417	62,434	77,671	82,696	92,502
December — Décembre	61,542	69,559	85,845	82,871	95,429
Total	791,726	927,827	1,200,868	1,194,978	1,262,057
Bus ¹ — Autobus ¹					
January — Janvier	38,974	38,277	41,106	41,825	44,207
February — Février	33,684	42,228	39,062	42,035	41,695
March — Mars	41,087	50,262	54,471	59,580	61,556
April — Avril	41,394	45,414	54,048	44,357	59,031
May — Mai	49,790	53,209	64,886	66,290	76,759
June — Juin	71,403	78,127	99,171	95,505	104,856
July — Juillet	70,359	72,613	91,946	79,015	82,237
August — Août	71,699	68,854	73,222	73,899	75,330
September — Septembre	45,451	43,381	43,160	44,175	48,014
October — Octobre	45,495	47,273	54,106	57,169	58,250
November — Novembre	35,225	35,988	41,294	38,321	41,628
December — Décembre	32,843	33,087	33,346	35,461	35,236
Total	577,404	608,713	689,818	677,632	728,799
Rail — Chemin de fer					
January — Janvier	16,458	11,583	11,254	8,116	5,658
February — Février	9,854	7,901	8,973	5,418	3,863
March — Mars	14,818	10,450	9,414	8,385	4,689
April — Avril	11,614	11,272	10,263	7,154	6,507
May — Mai	11,987	9,996	9,445	7,048	670
June — Juin	10,927	10,072	8,775	6,608	809
July — Juillet	14,036	13,478	12,218	9,253	1,160
August — Août	14,178	18,399	13,112	10,903	1,265
September — Septembre	12,447	11,783	8,638	7,428	835
October — Octobre	10,504	12,297	8,185	5,525	623
November — Novembre	9,674	8,485	6,830	4,308	442
December — Décembre	11,062	10,694	7,879	5,844	699
Total	147,559	136,410	114,986	85,990	27,220
Boat — Bateau					
January — Janvier	495	607	662	2,583	738
February — Février	364	634	1,426	645	205
March — Mars	856	951	286	1,055	1,168
April — Avril	1,160	1,364	730	1,957	1,240
May — Mai	4,986	5,375	4,691	6,498	6,197
June — Juin	17,729	16,061	14,903	13,864	15,602
July — Juillet	35,750	44,149	41,557	35,101	42,909
August — Août	42,501	43,609	47,733	44,020	41,579
September — Septembre	13,569	14,869	11,593	13,418	15,545
October — Octobre	4,612	3,824	3,799	3,320	4,717
November — Novembre	2,294	1,270	2,173	1,356	2,499
December — Décembre	2,579	1,926	2,219	1,100	2,891
Total	126,895	134,639	131,772	124,917	135,290

¹ Excludes local bus traffic between border communities. — Non compris le mouvement des autobus locaux entre localités frontalières.

Source: Frontier count. — Dénombrement à la frontière.

TABLE 42. Number of Canadian Automobiles and Other Vehicles Returning from the United States,
by Province of Re-entry into Canada, 1967 - 1971

TABLEAU 42. Nombre d'automobiles canadiennes et d'autres véhicules revenant des États-Unis, par province de
rentrée au Canada, 1967 - 1971

Province of re-entry — Province de rentrée	1967	1968	1969	1970	1971
Length of stay (one or more nights) — Durée de séjour (une nuit ou plus)					
Atlantic Provinces — Provinces de l'Atlantique	153,500	162,200	163,800	190,900	202,200
Québec	627,900	798,900	905,100	964,300	979,300
Ontario	806,900	938,900	869,400	872,500	933,400
Manitoba	117,300	112,300	118,700	133,900	125,400
Saskatchewan	40,300	39,800	41,900	41,400	43,500
Alberta	41,800	45,800	50,200	52,500	56,300
British Columbia — Colombie-Britannique	316,100	360,700	389,400	421,900	392,400
Yukon	1,600	2,300	2,400	2,300	2,600
Canada	2,105,400	2,460,900	2,540,900	2,679,700	2,735,100
Length of stay (same day) — Durée de séjour (même jour)					
Atlantic Provinces — Provinces de l'Atlantique	1,999,700	2,072,500	2,005,300	2,009,200	1,988,100
Québec	1,311,000	1,447,000	1,494,900	1,506,500	1,392,700
Ontario	3,841,300	3,976,700	4,292,900	4,106,100	4,011,400
Manitoba	189,400	194,500	194,600	191,500	185,200
Saskatchewan	87,700	95,000	89,600	84,200	80,400
Alberta	56,200	63,300	67,000	68,700	72,300
British Columbia — Colombie-Britannique	1,132,000	1,285,800	1,321,700	1,452,500	1,287,100
Yukon	1,000	1,300	1,400	1,100	1,200
Canada	8,618,300	9,136,100¹	9,467,400¹	9,419,800¹	9,018,400¹
Commercial vehicles — Véhicules commerciaux					
Atlantic Provinces — Provinces de l'Atlantique	131,200	148,900	132,800	141,100	135,400
Québec	174,900	176,300	202,300	229,400	233,400
Ontario	379,700	457,000	558,300	531,400	546,100
Manitoba	22,400	23,700	25,400	26,000	23,700
Saskatchewan	7,700	13,100	33,100	28,200	33,300
Alberta	6,700	7,100	7,700	9,100	9,700
British Columbia — Colombie-Britannique	31,600	43,200	42,500	45,100	52,100
Yukon	500	600	1,600	1,100	700
Canada	754,700	869,900	1,003,700	1,011,400	1,034,400

¹ Includes bicycles, motorcycles and taxis. — Y compris bicyclettes, motocyclettes et taxis.

Source: Frontier count. — Dénombrement à la frontière.

TABLE 43. Number of Canadian Travellers Returning from the United States by Non-automobile Transportation, by Province of Re-entry into Canada, 1967-1971

TABLEAU 43. Nombre de voyageurs canadiens revenant des États-Unis par un moyen de transport autre que l'automobile, par province de rentrée au Canada, 1967-1971

Province of re-entry Province de rentrée	1967	1968	1969	1970	1971
Plane — Avion					
Atlantic Provinces — Provinces de l'Atlantique.....	23,600	25,300	25,000	29,500	30,200
Québec.....	179,600	175,500	329,900	318,700	329,300
Ontario.....	449,000	555,100	630,300	627,600	673,700
Manitoba.....	26,500	31,100	43,900	37,000	32,900
Saskatchewan.....	1,200	1,100	3,900	2,200	2,200
Alberta.....	20,400	23,600	36,400	36,800	41,500
British Columbia — Colombie-Britannique.....	90,800	115,200	129,700	141,700	150,900
Yukon.....	600	900	1,800	1,500	1,400
Canada.....	791,700	927,800	1,200,900	1,195,000	1,262,100
Bus ¹ — Autobus ¹					
Atlantic Provinces — Provinces de l'Atlantique.....	12,100	10,300	10,000	8,300	8,400
Québec.....	140,500	150,200	177,000	170,400	170,600
Ontario.....	290,900	304,500	358,000	346,200	384,500
Manitoba.....	12,100	12,300	12,500	13,300	14,000
Saskatchewan.....	100	—	400	600	1,400
Alberta.....	3,700	4,900	4,000	3,500	4,100
British Columbia — Colombie-Britannique.....	117,600	125,900	127,400	134,900	145,000
Yukon.....	400	600	500	400	800
Canada.....	577,400	608,700	689,800	677,600	728,800
Rail — Chemin de fer					
Atlantic Provinces — Provinces de l'Atlantique.....	400	700	900	800	1,200
Québec.....	42,000	38,700	34,800	28,300	10,700
Ontario.....	68,400	66,300	55,300	40,700	10,700
Manitoba.....	14,300	11,800	9,900	6,400	1,900
Saskatchewan.....	—	—	—	—	—
Alberta.....	—	—	—	—	—
British Columbia — Colombie-Britannique.....	21,000	17,800	12,700	8,500	1,400
Yukon.....	1,500	1,100	1,400	1,300	1,300
Canada.....	147,600	136,400	115,000	86,000	27,200
Boat — Bateau					
Atlantic Provinces — Provinces de l'Atlantique.....	4,800	5,000	4,300	4,700	2,900
Québec.....	17,400	18,200	20,700	16,200	10,700
Ontario.....	87,800	92,800	86,800	80,800	105,100
Manitoba.....	—	—	—	—	—
Saskatchewan.....	—	—	—	—	—
Alberta.....	—	—	—	—	—
British Columbia — Colombie-Britannique.....	16,900	18,600	20,000	23,200	16,600
Yukon.....	—	—	—	—	—
Canada.....	126,900	134,600	131,800	124,900	135,300

¹ Excludes local bus traffic between border communities. — Non compris le mouvement des autobus locaux entre localités frontalières.

Source: Frontier count. — Dénombrement à la frontière.

TABLE 44. Number of Canadian Travellers Returning from the United States, by Type of Transportation and Province of Re-entry, Quarterly, 1971

TABLEAU 44. Nombre de voyageurs canadiens revenant des États-Unis, par moyen de transport, par province de rentrée et par trimestre, 1971

Province of re-entry Province de rentrée	I	II	III	IV	Total
Persons in automobiles (same day) Voyageurs en automobile (même jour)					
Nova Scotia — Nouvelle-Écosse	—	—	—	—	—
New Brunswick — Nouveau-Brunswick	879,506	1,223,001	1,366,223	1,073,336	4,542,066
Québec	480,859	1,081,896	1,862,213	646,888	4,071,856
Ontario	1,794,647	2,308,738	2,461,988	1,827,195	8,392,568
Manitoba	81,798	143,032	201,448	97,765	524,043
Saskatchewan	44,397	58,904	66,133	46,277	215,711
Alberta	30,618	51,498	64,340	37,373	183,829
British Columbia — Colombie-Britannique	654,324	991,234	1,161,036	647,811	3,454,405
Yukon	404	654	1,328	284	2,670
Canada	3,966,553	5,858,957	7,184,709	4,376,929	21,387,148
Persons in automobiles (one night) Voyageurs en automobile (une nuit)					
Nova Scotia — Nouvelle-Écosse	19	215	342	65	641
New Brunswick — Nouveau-Brunswick	11,257	22,790	51,188	18,053	103,288
Québec	55,000	140,106	388,040	84,867	668,013
Ontario	85,241	146,510	212,550	121,041	565,342
Manitoba	10,790	20,089	35,158	14,920	80,957
Saskatchewan	3,157	5,014	7,453	3,542	19,166
Alberta	2,318	6,504	11,366	3,669	23,857
British Columbia — Colombie-Britannique	52,985	66,462	86,170	42,960	248,577
Yukon	121	429	1,053	155	1,758
Canada	220,888	408,119	793,320	289,272	1,711,599
Persons in automobiles (two or more nights) Voyageurs en automobile (deux nuits ou plus)					
Nova Scotia — Nouvelle-Écosse	350	1,724	4,570	1,200	7,844
New Brunswick — Nouveau-Brunswick	43,982	97,921	240,889	106,257	489,049
Québec	201,804	449,617	1,550,661	288,558	2,490,640
Ontario	267,564	442,796	788,910	378,514	1,877,784
Manitoba	38,144	73,524	156,855	52,510	321,033
Saskatchewan	15,142	21,367	59,703	19,278	115,490
Alberta	15,200	34,453	68,404	19,044	137,101
British Columbia — Colombie-Britannique	97,142	208,608	342,835	131,576	780,161
Yukon	161	1,719	3,384	381	5,645
Canada	679,489	1,331,729	3,216,211	997,318	6,224,747
Plane — Avion					
Newfoundland — Terre-Neuve	16	22	11	14	63
Prince Edward Island — Île-du-Prince-Édouard	8	74	41	48	171
Nova Scotia — Nouvelle-Écosse	3,553	4,343	6,868	3,844	18,608
New Brunswick — Nouveau-Brunswick	2,197	3,095	2,479	3,559	11,330
Québec	95,642	83,859	72,323	77,437	329,261
Ontario	166,517	180,504	177,100	149,577	673,698
Manitoba	10,117	8,180	7,701	6,944	32,942
Saskatchewan	1,016	370	554	248	2,188
Alberta	13,508	10,649	8,056	9,334	41,547
British Columbia — Colombie-Britannique	39,516	42,450	36,409	32,511	150,886
Yukon	198	439	551	175	1,363
Canada	332,288	333,985	312,093	283,691	1,262,057

Source: Frontier count. — Dénombrement à la frontière.

TABLE 44. Number of Canadian Travellers Returning from the United States by Type of Transportation and Province of Re-entry, Quarterly, 1971 - Concluded

TABLEAU 44. Nombre de voyageurs canadiens revenant des États-Unis, par moyen de transport, par province de rentrée et par trimestre, 1971 - fin

Province of re-entry — Province de rentrée	I	II	III	IV	Total
Bus - Autobus					
Nova Scotia - Nouvelle-Écosse	—	—	533	35	568
New Brunswick - Nouveau-Brunswick	1,845	1,582	2,837	1,524	7,788
Québec	33,078	43,133	66,097	28,311	170,619
Ontario	78,603	147,854	92,635	65,375	384,467
Manitoba	3,328	4,024	3,950	2,741	14,043
Saskatchewan	371	378	358	278	1,385
Alberta	862	1,133	1,057	1,036	4,088
British Columbia - Colombie-Britannique	29,343	42,440	37,437	35,805	145,025
Yukon	28	102	677	9	816
Canada	147,458	240,646	205,581	135,114	728,799
Rail - Chemin de fer					
New Brunswick - Nouveau-Brunswick	348	357	394	103	1,202
Québec	5,807	3,914	541	488	10,750
Ontario	5,816	2,373	1,442	1,043	10,674
Manitoba	1,109	556	145	59	1,869
British Columbia - Colombie-Britannique	1,013	439	—	—	1,452
Yukon	117	347	738	71	1,273
Canada	14,210	7,986	3,260	1,764	27,220
Boat - Bateau					
Newfoundland - Terre-Neuve	1	2	4	—	7
Prince Edward Island - Île-du-Prince-Édouard	—	106	—	—	106
Nova Scotia - Nouvelle-Écosse	—	—	47	2	49
New Brunswick - Nouveau-Brunswick	407	565	1,290	455	2,717
Québec	6	2,696	7,656	363	10,721
Ontario	43	15,524	82,370	7,132	105,069
British Columbia - Colombie-Britannique	1,654	4,146	8,666	2,155	16,621
Canada	2,111	23,039	100,033	10,107	135,290
Other methods - Autre moyens					
Nova Scotia - Nouvelle-Écosse	268	944	1,940	691	3,843
New Brunswick - Nouveau-Brunswick	115,862	138,660	156,830	116,633	527,985
Québec	84,236	98,048	92,796	95,110	370,190
Ontario	346,435	440,191	441,879	372,081	1,600,586
Manitoba	8,556	11,756	12,499	8,892	41,703
Saskatchewan	13,950	15,205	15,794	13,496	58,445
Alberta	2,917	4,875	4,069	4,234	16,095
British Columbia - Colombie-Britannique	26,348	41,415	67,875	26,356	161,994
Yukon	132	342	322	218	1,014
Canada	598,704	751,436	794,004	637,711	2,781,855
Travellers - Total - Voyageurs					
Newfoundland - Terre-Neuve	17	24	15	14	70
Prince Edward Island - Île-du-Prince-Édouard	8	180	41	48	277
Nova Scotia - Nouvelle-Écosse	4,190	7,226	14,300	5,837	31,553
New Brunswick - Nouveau-Brunswick	1,055,404	1,487,971	1,822,130	1,319,920	5,685,425
Québec	956,432	1,903,269	4,040,327	1,222,022	8,122,050
Ontario	2,744,866	3,684,490	4,258,874	2,921,958	13,610,188
Manitoba	153,842	261,161	417,756	183,831	1,016,590
Saskatchewan	78,033	101,238	149,995	83,119	412,385
Alberta	65,423	109,112	157,292	74,690	406,517
British Columbia - Colombie-Britannique	902,325	1,397,194	1,740,428	919,174	4,959,121
Yukon	1,161	4,032	8,053	1,293	14,539
Canada	5,961,701	8,955,897	12,609,211	6,731,906	34,258,715

Source: Frontier count. - Dénombrement à la frontière.

TABLE 45. Number and Expenditure of Canadian Travellers in the United States, classified by Province of Residence, 1970 and 1971

TABLEAU 45. Nombre et dépenses des voyageurs canadiens aux États-Unis, selon la province de résidence, 1970 et 1971

Province of residence — Province de résidence	Number of visits ¹ — Nombre de visites ¹				Estimated expenditures ² — Dépense estimatives ²			
	1970		1971		1970		1971	
	'000	Per cent of total — Pourcentage du total	'000	Per cent of total — Pourcentage du total	\$'000,000	Per cent of total — Pourcentage du total	\$'000,000	Per cent of total — Pourcentage du total
Atlantic Provinces — Provinces de l'Atlantique..	582	5.9	616	6.1	40.0	4.8	45.6	5.4
Québec	3,463	35.0	3,526	35.0	237.0	28.3	248.2	29.4
Ontario	3,490	35.3	3,747	37.1	365.9	43.7	365.8	43.4
Manitoba	503	5.1	436	4.3	38.8	4.6	35.0	4.2
Saskatchewan	195	2.0	199	2.0	17.5	2.1	16.2	1.9
Alberta	444	4.5	467	4.6	48.4	5.8	51.6	6.1
British Columbia ³ — Colombie-Britannique ³	1,211	12.2	1,099	10.9	89.1	10.7	81.0	9.6
Canada	9,888	100.0	10,090	100.0	836.7	100.0	843.4	100.0

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers". — Non compris les Canadiens sortant et rentrant le même jour en automobile et "autres voyageurs".

² Subject to revision. — Chiffres sujets à rectification.

³ Includes the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires de Nord-Ouest.

Source: Detail based on sample questionnaire surveys. — Données détaillées d'enquêtes par sondage.

TABLE 46. Canadian Travellers¹ Returning from the United States, classified by Province of Residence and Province of Re-entry, 1971

TABLEAU 46. Voyageurs canadiens¹ revenant des États-Unis, selon la province de résidence et la province de rentrée, 1971

Province of re-entry — Province de rentrée	Province of residence — Province de résidence							
	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia — Colombie- Britannique	Canada
Number of persons — Nombre de personnes								
Atlantic Provinces — Provinces de l'Atlantique..	554,100	31,000	50,200	6,800	300	200	800	643,400
Québec	21,900	3,324,100	308,200	7,900	200	10,800	6,900	3,680,000
Ontario	38,600	152,600	3,305,400	30,800	30,100	41,900	17,600	3,617,000
Manitoba	500	7,600	26,300	371,400	22,000	15,200	7,900	450,900
Saskatchewan	600	500	9,500	6,300	105,600	11,900	3,800	138,200
Alberta	100	800	4,500	4,100	12,400	173,700	11,000	206,600
British Columbia ² — Colombie-Britannique ²	400	9,000	42,800	8,700	28,200	213,700	1,050,800	1,353,600
Canada	616,200	3,525,600	3,746,900	436,000	198,800	467,400	1,098,800	10,089,700
Percentage — Pourcentage								
Atlantic Provinces — Provinces de l'Atlantique..	86.1	4.8	7.8	1.1	0.1	--	0.1	100.0
Québec	0.6	90.3	8.4	0.2	--	0.3	0.2	100.0
Ontario	1.1	4.2	91.4	0.8	0.8	1.2	0.5	100.0
Manitoba	0.1	1.7	5.8	82.4	4.9	3.4	1.7	100.0
Saskatchewan	0.4	0.4	6.9	4.6	76.4	8.6	2.7	100.0
Alberta	--	0.4	2.2	2.0	6.0	84.1	5.3	100.0
British Columbia ² — Colombie-Britannique ²	--	0.7	3.2	0.6	2.1	15.8	77.6	100.0
Canada	6.1	35.0	37.1	4.3	2.0	4.6	10.9	100.0

¹ Excludes Canadians leaving and returning by automobile on the same day and "other methods". — Non compris les Canadiens sortant et rentrant le même jour en automobile, et ceux des "autres moyens".

² Includes the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires du Nord-Ouest.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 47. Destination of Canadian Travellers¹ in the United States, Quarterly, 1971
TABLEAU 47. Destination des voyageurs canadiens¹ aux États-Unis, par trimestre, 1971

Region of destination — Région de destination	I	II	III	IV	Total
	number of persons — nombre de personnes				
New England — Nouvelle-Angleterre	235,700	505,600	1,451,300	430,000	2,622,600
Middle Atlantic — Atlantique moyen	224,900	562,500	1,414,600	369,100	2,571,100
South Atlantic — Atlantique sud.....	386,400	287,300	272,800	190,000	1,136,500
East North Central — Centre, nord-est	138,400	307,600	439,400	257,600	1,143,000
West North Central — Centre, nord-ouest	91,200	154,400	282,000	107,900	635,500
East South Central — Centre, sud-est.....	6,500	12,900	22,600	13,500	55,500
West South Central — Centre, sud-ouest.....	31,500	21,700	24,400	16,700	94,300
Mountain — Montagnes.....	73,000	110,600	185,700	64,900	434,200
Pacific — Pacifique	206,600	371,900	459,900	264,000	1,302,400
Other States ² — Autres États ²	700	3,100	10,200	800	14,800
Touring ³ — Destination multiple ³	1,500	7,900	67,600	2,800	79,800
Total.....	1,396,400	2,345,500	4,630,500	1,717,300	10,089,700

¹ Excludes persons leaving and returning to Canada by automobile on the same day and "other methods" but includes same day plane, bus, rail and boat traffic. — Non compris les personnes sortant et rentrant le même jour en automobile et celles des "autres moyens," mais y compris les voyageurs sortant et rentrant le même jour en avion, en autobus, en chemin de fer ou en bateau.

² Includes Alaska. — Y compris l'Alaska.

³ Persons stating three or more regions of destination — Personnes déclarant trois régions ou plus de destination.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 48. Canadian Travellers¹ Returning from the United States, classified by Purpose of Trip, 1970 and 1971
TABLEAU 48. Voyageurs canadiens¹ revenant des États-Unis, selon le but du voyage, 1970 et 1971

Purpose of trip — But du voyage	Automobile (one or more nights) — Automobile (une nuit ou plus)		Non-automobile (plane, bus, rail and boat) — Autres (avion, autobus, chemin de fer et bateau)		Total	
	1970	1971	1970	1971	1970	1971
	per cent — pourcentage					
Business — Affaires.....	4.4	4.1	27.0	28.3	9.2	9.3
Holiday — Loisirs.....	59.8	62.8	41.3	41.4	55.9	58.2
Shopping — Emplettes	3.6	3.5	1.3	0.6	3.1	2.9
In transit through the United States — En transit aux États-Unis.....	3.1	3.4	0.4	0.3	2.5	2.7
Visiting friends or relatives — Visite à des amis ou à des parents	27.1	24.1	26.3	26.1	26.9	24.5
Other — Autres buts	2.0	2.1	3.7	3.3	2.4	2.4
Total.....	100.0	100.0	100.0	100.0	100.0	100.0

¹ Excludes persons leaving and returning to Canada by automobile on the same day and "other methods" but includes same day plane, bus, rail and boat traffic. — Non compris les personnes sortant et rentrant le même jour en automobile et celles des "autres moyens," mais y compris les voyageurs sortant et rentrant le même jour en avion, en autobus, en chemin de fer, ou en bateau.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 49. Canadian Travellers¹ Returning from the United States, classified by Purpose of Trip and Province of Re-entry, 1970 and 1971

TABLEAU 49. Voyageurs canadiens¹ revenant des États-Unis, selon le but du voyage et la province de rentrée, 1970 et 1971

Province of re-entry Province de rentrée	Business Affaires	Holiday Loisirs	Shopping Emplettes	Transit through U.S.A. En transit aux États-Unis	Visiting friends or relatives — Visite à des amis ou à des parents	Other Autres	Total
1970							
Atlantic Provinces — Provinces de l'Atlantique	12,500	244,200	37,800	46,600	229,300	19,900	590,300
Québec	275,700	2,378,100	28,500	37,500	861,300	41,200	3,622,300
Ontario	402,600	1,641,300	137,700	105,700	1,024,900	107,800	3,420,000
Manitoba	32,500	261,400	27,700	42,000	108,100	9,900	481,600
Saskatchewan	10,100	73,200	9,500	12,300	29,300	5,000	139,400
Alberta	29,200	107,700	8,500	500	35,200	8,600	189,700
British Columbia ² — Colombie-Britannique ²	141,700	823,400	58,500	6,300	375,400	39,500	1,444,800
Canada	904,300	5,529,300	308,200	250,900	2,663,500	231,900	9,888,100
1971							
Atlantic Provinces — Provinces de l'Atlantique	24,200	298,600	37,700	39,400	198,000	45,500	643,400
Québec	221,800	2,614,000	47,900	61,500	698,300	36,500	3,680,000
Ontario	489,500	1,783,200	89,100	102,500	1,065,600	87,100	3,617,000
Manitoba	36,700	253,600	31,000	43,600	75,300	10,700	450,900
Saskatchewan	8,000	76,600	11,000	12,200	25,800	4,600	138,200
Alberta	27,700	125,600	9,500	1,700	36,100	6,000	206,600
British Columbia ² — Colombie-Britannique ²	130,100	722,100	66,400	15,800	371,700	47,500	1,353,600
Canada	938,000	5,873,700	292,600	276,700	2,470,800	237,900	10,089,700

¹ Excludes Canadians leaving and returning by automobile on the same day and "other methods". — Non compris les Canadiens sortant et rentrant le même jour en automobile et ceux des "autres moyens".

² Includes the Yukon. — Y compris le Yukon.

TABLE 50. Canadian Travellers¹ Returning from the United States, classified by Purpose of Trip and Province of Residence, 1971

TABLEAU 50. Voyageurs canadiens¹ revenant des États-Unis, selon le but du voyage et la province de résidence, 1971

Province of residence Province de résidence	Business Affaires	Holiday Loisirs	Shopping Emplettes	Transit through U.S.A. En transit aux États-Unis	Visiting friends or relatives — Visite à des amis ou à des parents	Other ² Autres ²	Total
Number of persons — Nombre de personnes							
Atlantic Provinces — Provinces de l'Atlantique	31,100	289,900	37,500	24,300	187,500	45,900	616,200
Québec	205,500	2,504,100	45,400	36,700	699,400	34,500	3,525,600
Ontario	481,700	1,893,500	91,400	144,100	1,049,500	86,700	3,746,900
Manitoba	35,000	263,700	30,200	28,500	69,600	9,000	436,000
Saskatchewan	23,500	102,600	12,000	16,500	36,900	7,300	198,800
Alberta	59,600	235,100	16,100	24,300	119,200	13,100	467,400
British Columbia ³ — Colombie-Britannique ³	101,600	584,800	60,000	2,300	308,700	41,400	1,098,800
Canada	938,000	5,873,700	292,600	276,700	2,470,800	237,900	10,089,700
Percentages — Pourcentages							
Atlantic Provinces — Provinces de l'Atlantique	5.1	47.0	6.1	3.9	30.4	7.5	100.0
Québec	5.8	71.0	1.3	1.1	19.8	1.0	100.0
Ontario	12.9	50.5	2.4	3.9	28.0	2.3	100.0
Manitoba	8.0	60.5	6.9	6.5	16.0	2.1	100.0
Saskatchewan	11.8	51.6	6.0	8.3	18.6	3.7	100.0
Alberta	12.8	50.3	3.4	5.2	25.5	2.8	100.0
British Columbia ³ — Colombie-Britannique ³	9.2	53.2	5.5	0.2	28.1	3.8	100.0
Canada	9.3	58.2	2.9	2.7	24.5	2.4	100.0

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers". — Non compris les Canadiens sortant et rentrant le même jour en automobile et les "autres voyageurs".

² Includes persons stating three or more purposes of trip. — Y compris les personnes déclarant trois buts de voyage ou plus.

³ Includes the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires du Nord-Ouest.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 51. Number of Canadian Travellers¹ Returning from the United States, classified by Type of Lodging and by Province of Residence and Area of Destination, 1971

TABLEAU 51. Nombre de voyageurs canadiens¹ revenant des États-Unis, selon le type de logement, la province de résidence et la région de destination, 1971

	Camping, tenting, house trailer — Camping, tente ou caravane	Apartment — Appartement	Resort-hotel motel — Hôtel ou motel	Home-friend or relative — Maison d'amis ou de parents	Other — Autres	Three or more types of lodging — Trois types de logement ou plus	No accom- modation — Aucun hébergement	Total
Province of residence Province de résidence								
Atlantic Provinces — Provinces de l'Atlantique..	53,400	8,100	303,900	236,100	13,900	--	800	616,200
Québec	648,900	399,300	1,551,000	855,700	20,100	3,400	47,200	3,525,600
Ontario	376,400	92,400	2,049,800	1,121,000	30,700	3,300	73,300	3,746,900
Manitoba	62,500	5,900	285,000	78,700	1,800	1,800	300	436,000
Saskatchewan.....	24,100	4,000	128,200	41,500	700	300	--	198,800
Alberta	52,400	12,400	250,100	140,600	8,500	--	3,400	467,400
British Columbia ² — Colombie-Britannique ²	151,800	82,900	442,300	378,200	11,200	1,100	31,300	1,098,800
Canada	1,369,500	605,000	5,010,300	2,851,800	86,900	9,900	156,300	10,089,700
Area of destination Région de destination								
New England — Nouvelle-Angleterre	409,800	289,000	1,113,300	764,900	27,400	--	18,200	2,622,600
Middle Atlantic — Atlantique moyen	448,900	127,100	1,195,800	706,800	21,700	--	70,800	2,571,100
South Atlantic — Atlantique sud	91,200	75,300	783,500	174,800	4,400	5,800	1,500	1,136,500
East North Central — Centre, nord-est.....	65,400	10,900	514,000	503,300	16,100	500	32,800	1,143,000
West North Central — Centre, nord-ouest	75,000	3,000	420,700	132,600	2,800	600	800	635,500
East South Central — Centre, sud-est	5,800	500	36,100	11,900	1,200	--	--	55,500
West South Central — Centre, sud-ouest	4,300	6,700	60,100	22,800	200	200	--	94,300
Mountain — Montagnes	70,700	13,200	255,800	93,100	700	400	300	434,200
Pacific — Pacifique	159,300	79,200	581,600	436,600	11,400	2,400	31,900	1,302,400
Other remaining areas — Autres régions	39,100	100	49,400	5,000	1,000	--	--	94,600
Total	1,369,500	605,000	5,010,300	2,851,800	86,900	9,900	156,300	10,089,700

¹ Excludes Canadians leaving and returning by automobile on the same day and "other travellers". — Non compris les Canadiens sortant et rentrant le même jour en automobile et "autres voyageurs".

² Includes the Yukon and Northwest Territories. — Y compris le Yukon et les Territoires du Nord-Ouest.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 52. Number and Expenditures of Canadian Travellers Returning from the United States, 1971

TABLEAU 52. Nombre et dépenses des voyageurs canadiens revenant des États-Unis, 1971

Estimated days stay — Estimation du séjour	Number of persons — Nombre de personnes	Per cent of total persons — Pourcentage du total des personnes	Number of person days — Nombre de jours-personnes	Average stay per person (days) — Séjour moyen par personne (jours)	Estimated expenditures ¹ — Dépenses estimatives ¹	Average expenditure per person — Dépenses moyennes par personne	Average expenditure per person per day — Dépenses moyennes par personne par jour
				\$'000			\$
Automobile — Voyageurs en automobile							
1 ² day — jour	21,387,100	72.9	21,387,100	1.0	49,304	2.30	2.30
2 days — jours	1,711,600	5.8	3,423,200	2.0	21,247	12.40	6.20
3- 7 days — jours	4,176,500	14.3	16,744,300	4.0	144,447	34.60	8.60
8-14 " "	1,106,400	3.8	11,416,200	10.3	110,629	100.00	9.70
15-21 " "	582,700	2.0	9,735,200	16.7	94,658	162.40	9.70
22 days and over — jours et plus	359,200	1.2	16,484,800	45.9	130,167	362.40	7.90
Total	29,323,500	100.0	79,190,800	2.7	550,452	18.80	7.00
Non-automobile ³ — Autres ³							
1 ² day — jour	162,100	7.5	162,100	1.0	4,704	29.00	29.00
2 days — jours	121,200	5.6	242,400	2.0	9,634	79.50	39.70
3- 7 days — jours	944,000	43.8	4,302,000	4.6	114,758	121.60	26.70
8-14 " "	512,100	23.8	5,300,200	10.3	92,724	181.10	17.50
15-21 " "	240,700	11.2	4,053,000	16.8	63,629	264.30	15.70
22 days and over — jours et plus	173,300	8.1	6,900,500	39.8	56,816	327.80	8.20
Total	2,153,400	100.0	20,960,200	9.7	342,265	158.90	16.30
Total							
1 ² day — jour	21,549,200	68.5	21,549,200	1.0	54,008	2.50	2.50
2 days — jours	1,832,800	5.8	3,665,600	2.0	30,881	16.80	8.40
3- 7 days — jours	5,120,500	16.3	21,046,300	4.1	259,205	50.60	12.30
8-14 " "	1,618,500	5.1	16,716,400	10.3	203,353	125.60	12.20
15-21 " "	823,400	2.6	13,788,200	16.7	158,287	192.20	11.50
22 days and over — jours et plus	532,500	1.7	23,385,300	43.9	186,983	351.10	8.00
Total	31,476,900	100.0	100,151,000	3.2	892,717	28.40	8.90

¹ Subject to revision. — Chiffres sujets à rectification.

² Persons leaving and returning on the same day. — Personnes sortant et rentrant le même jour.

³ Excludes "other methods". — Non compris "autres moyens".

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 53. Number of Canadians¹ Returning From the United States by Automobile, classified by Length of Stay and Province of Re-entry, 1971

TABLEAU 53. Nombre de Canadiens¹ revenant des États-Unis en automobile, selon la durée du séjour et la province de rentrée, 1971

Estimated days stay — Estimation du séjour	Province of re-entry — Province de rentrée							
	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia ² — Colombie- Britannique ²	Total
Number of automobiles — Nombre d'automobiles								
1 st day — jour	1,905,700	1,365,100	3,960,500	181,300	79,300	71,400	1,258,200	8,821,500
2 days — jours	36,900	211,200	231,300	26,700	7,100	9,200	100,100	622,500
3 “ “	55,100	267,000	185,800	35,700	10,600	12,500	84,800	651,500
4 “ “	38,800	127,100	119,200	16,900	6,400	7,200	60,000	375,600
5 “ “	16,700	65,900	51,400	9,200	2,900	4,600	33,700	184,400
6 “ “	8,600	40,000	38,900	5,600	2,100	2,700	12,200	110,100
7 “ “	7,900	32,400	33,000	4,300	1,200	2,200	9,100	90,100
8-10 days — jours	17,400	84,100	71,400	7,100	3,600	4,900	22,900	211,400
11-14 “ “	7,000	51,200	60,000	6,000	3,100	4,500	23,000	154,800
15-21 “ “	6,000	62,500	74,600	7,300	3,300	4,700	34,800	193,200
22 days and over — jours et plus	7,700	37,600	68,000	6,600	3,300	3,800	14,500	141,500
Total.....	2,107,800	2,344,100	4,894,100	306,700	122,900	127,700	1,653,300	11,556,600
Number of persons — Nombre de personnes								
1 st day — jour	4,542,100	4,071,800	8,392,600	524,000	215,700	183,800	3,457,100	21,387,100
2 days — jours	103,900	668,000	565,300	81,000	19,200	23,900	250,300	1,711,600
3 “ “	162,200	863,100	501,800	116,000	36,400	35,900	217,200	1,932,600
4 “ “	127,300	406,100	325,800	57,800	20,400	22,600	162,000	1,122,000
5 “ “	49,700	217,600	138,500	29,800	9,500	13,400	81,100	539,600
6 “ “	24,500	129,800	97,900	16,000	7,000	7,600	32,800	315,600
7 “ “	27,300	103,700	87,300	13,500	3,900	6,200	24,800	266,700
8-10 days — jours	45,300	288,600	198,900	22,000	11,100	14,400	71,500	651,800
11-14 “ “	21,200	164,300	163,100	20,400	9,700	14,000	61,900	454,600
15-21 “ “	19,200	209,800	203,800	26,000	9,600	14,000	100,300	582,700
22 days and over — jours et plus	20,000	107,600	160,800	19,600	8,000	8,900	34,300	359,200
Total.....	5,142,700	7,230,400	10,835,800	926,100	350,500	344,700	4,493,300	29,323,500

¹ Subject to revision. — Chiffres sujets à rectification.

² Includes the Yukon. — Y compris le Yukon.

³ Automobiles and persons leaving and returning the same day. — Automobiles et personnes sortant et rentrant le même jour.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

SECTION IV

CANADIAN TRAVEL TO OVERSEAS AREAS



CANADIENS EN VOYAGE OUTRE-MER

TABLE 54. Expenditures of Canadians Travelling to Overseas Areas,¹ 1967-1971

TABLEAU 54. Dépenses des Canadiens voyageant outre-mer¹, 1967-1971

Overseas areas — Régions d'outre-mer	1967	1968	1969	1970	1971
	\$'000,000				
United Kingdom — Royaume-Uni.....	88	103	145	156	180
Other sterling areas — Autres pays de la zone sterling.....	43	41	52	66	70
Other OECD in Europe — Autres pays de l'O.C.D.E. (Europe).....	105	121	153	207	226
All other countries — Tous les autres pays.....	32	33	49	95	74
Total.....	268	298	399	524	550

¹ Excludes Hawaii. — Non compris Hawaï.

Note: Includes transportation fares paid to foreign carriers. — **Nota:** Ces chiffres comprennent les montants versés à des transporteurs étrangers.

TABLE 55. Number and Expenditures¹ of Canadian Visitors Travelling in Overseas Countries, 1968-1971

TABLEAU 55. Nombre et dépenses¹ des Canadiens voyageant outre-mer, 1968-1971

Item — Postes		1968	1969	1970	1971
Number of persons — Nombre de personnes.....	'000	638	852	1,099	1,197
Expenditures — Dépenses.....	\$'000,000	223	287	387	408
Average trip expenditure — Dépenses moyennes de voyage....	\$	350	337	352	341
Average expenditure per person night — Dépenses moyennes nuit-personne.....	\$	13	13	13	14

¹ Excludes all transoceanic transportation costs — Non compris le coût du transport transocéanique.

TABLE 56. Residents of Canada Returning Direct from Overseas Countries, Principal Ports of Re-entry, 1967-1971

TABLEAU 56. Résidents canadiens revenant directement d'outre-mer, selon le principal port de rentrée, 1967-1971

Port of re-entry — Port de rentrée	1967	1968	1969	1970	1971
Airports — Aéroports:					
Gander, Nfld. — T.-N.	4,903	6,245	7,722	9,201	9,576
Halifax, N.S. — N.-É.....	7,113	8,393	9,144	10,526	12,825
Sydney, N.S. — N.-É.....	947	1,981	2,151	2,099	2,490
Montréal, Qué.....	145,371	132,951	213,256	332,210	335,103
Ottawa, Ont.	5,038	7,222	14,033	15,015	25,353
Toronto, Ont.....	150,799	251,991	304,031	362,196	450,828
Trenton, Ont.....	27,483	26,895	28,308	21,913	236
Winnipeg, Man.	7,222	9,027	8,440	15,109	13,340
Calgary, Alta. — Alb.....	4,601	6,889	14,085	22,164	17,864
Edmonton, Alta. — Alb.....	8,789	14,679	39,372	53,856	55,857
Vancouver, B.C. — C.-B.....	47,625	50,823	67,078	86,470	85,150
Total.....	409,891	517,096	707,620	930,759	1,008,622
Seaports — Ports maritimes:					
Halifax, N.S. — N.-É.....	1,268	948	837	580	408
Québec, Qué.....	13,639	8,683	7,919	5,406	5,366
Vancouver, B.C. — C.-B.....	2,377	1,707	1,691	1,792	1,608
Total.....	17,284	11,338	10,447	7,778	7,382
All other ports — Tous les autres ports.....	9,901	9,747	13,671	18,892	23,170
Grand — Total — Général.....	437,076	538,181	731,738	957,429	1,039,174

¹ Many returning residents cleared at Quebec disembark at Montreal. — De nombreux résidents passent à la douane à Québec mais quittent le bateau à Montréal.

Note: Data above include some military personnel and dependents — **Nota:** Les données ci-dessus comprennent un certain nombre de militaires et leur famille.

Source: Frontier count. — Dénombrement à la frontière.

**TABLE 57. Residents of Canada Returning Direct from Overseas Countries,
Principal Ports of Re-entry, Quarterly, 1971**

**TABLEAU 57. Résidents canadiens revenant directement d'outre-mer, selon le
principal port de rentrée, par trimestre, 1971**

Port of re-entry — Port de rentrée	I	II	III	IV	Total
Airports — Aéroports:					
Gander, Nfld. — T.-N.	1,084	2,613	4,207	1,672	9,576
Halifax, N.S. — N.-É.	1,805	3,121	4,340	3,559	12,825
Sydney, N.S. — N.-É.	79	331	1,968	112	2,490
Montréal, Qué.	59,835	75,548	141,536	58,184	335,103
Ottawa, Ont.	6,947	7,707	6,423	4,276	25,353
Toronto, Ont.	110,772	78,014	189,465	72,577	450,828
Trenton, Ont.	193	20	23	—	236
Winnipeg, Man.	2,435	1,695	5,856	3,354	13,340
Calgary, Alta. — Alb.	4,976	4,864	5,465	2,559	17,864
Edmonton, Alta. — Alb.	7,016	14,298	25,295	9,248	55,857
Vancouver, B.C. — C.-B.	26,046	18,781	27,296	13,027	85,150
Total	221,188	206,992	411,874	168,568	1,008,622
Seaports — Ports maritimes:					
Halifax, N.S. — N.-É.	65	109	155	79	408
Quebec, Qué. ¹	11	1,333	2,650	1,372	5,366
Vancouver, B.C. — C.-B.	986	434	138	50	1,608
Total	1,062	1,876	2,943	1,501	7,382
All other ports — Tous les autres ports	3,750	3,555	10,730	5,135	23,170
Grand — Total — Général	226,000	212,423	425,547	175,204	1,039,174

¹ Many returning residents cleared at Quebec disembark at Montreal. — De nombreux résidents passent à la douane à Québec mais quittent le bateau à Montréal.

Note: Data above include some military personnel and dependents. — **Nota:** Les données ci-dessus comprennent un certain nombre de militaires et leur famille.

Source: Frontier count — Dénombrement à la frontière.

**TABLE 58. Canadians Returning¹ from Overseas Countries, classified by Area of Destination
and Province of Residence, 1971**

**TABLEAU 58. Canadiens revenant¹ d'outre-mer, selon la région de destination et la province
de résidence, 1971**

Area of destination — Région de destination	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Prairie Provinces — Provinces des Prairies	British Columbia ² — Colombie- Britannique ²	Canada
	Number of persons — Nombre de personnes					
United Kingdom only — Royaume-Uni seulement	12,100	37,700	130,600	33,300	26,600	240,300
United Kingdom and other OECD in Europe — Royaume-Uni et autres pays de l'O.C.D.E. (Europe)	7,000	26,900	78,200	20,100	18,700	150,900
Other OECD in Europe only — Autres pays de l'O.C.D.E. (Europe seulement)	3,500	94,200	96,800	26,700	29,800	251,000
Bermuda and Caribbean — Bermudes et Antilles	9,400	36,200	158,600	7,400	3,700	215,300
Hawaii — Hawaï	300	3,100	8,200	19,300	21,900	52,800
Mexico — Mexique	500	9,100	43,300	38,900	9,200	101,000
All other destinations ³ — Toutes autres destinations ³	9,700	48,800	82,400	18,600	26,400	185,900
Total	42,500	256,000	598,100	164,300	136,300	1,197,200
	Per cent — Pourcentage					
United Kingdom only — Royaume-Uni seulement	5.0	15.7	54.3	13.9	11.1	100.0
United Kingdom and other OECD in Europe — Royaume-Uni et les autres pays de l'O.C.D.E. (Europe)	4.7	17.8	51.8	13.3	12.4	100.0
Other OECD in Europe only — Autres pays de l'O.C.D.E. (Europe seulement)	1.4	37.5	38.6	10.6	11.9	100.0
Bermuda and Caribbean — Bermudes et Antilles	4.4	16.8	73.7	3.4	1.7	100.0
Hawaii — Hawaï	0.6	5.9	15.5	36.5	41.5	100.0
Mexico — Mexique	0.5	9.0	42.9	38.5	9.1	100.0
All other destinations ³ — Toutes autres destinations ³	5.2	26.3	44.3	10.0	14.2	100.0
Total	3.5	21.4	50.0	13.7	11.4	100.0

¹ Canadians returning both direct and via the United States. — Canadiens revenant directement ou via les États-Unis.

² Includes residents of the Yukon and Northwest Territories. — Y compris les résidents du Yukon et des Territoires du Nord-Ouest.

³ Includes Canadians on cruises and residents visiting more than one area of destination. — Y compris les Canadiens en croisière et les résidents ayant visité plus d'une région.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 59. Area of destination reported by Canadians Returning¹ from Overseas Countries, 1967-1971

TABLEAU 59. Région de destination des Canadiens revenant¹ d'outre-mer, 1967-1971

Area of destination — Région de destination	1967	1968	1969	1970	1971
	per cent — pourcentage				
United Kingdom only — Royaume-Uni seulement	20.5	24.3	24.7	22.5	20.1
United Kingdom and other OECD in Europe — Royaume-Uni et les autres pays de l'O.C.D.E. (Europe)	17.8	18.9	15.9	12.2	12.6
Other OECD in Europe only — Autres pays de l'O.C.D.E. (Europe seule- ment)	19.1	17.8	18.5	20.9	21.0
Bermuda and Caribbean — Bermudes et Antilles	20.6	17.6	16.4	14.6	18.0
Hawaii — Hawaï	5.8	4.6	3.5	3.2	4.4
Mexico — Mexique	8.2	7.6	6.4	7.6	8.4
All other destinations ² — Toutes autres destinations ²	8.0	9.2	14.6	19.0	15.5
Total	100.0	100.0	100.0	100.0	100.0

¹ Canadians returning both direct and via the United States. — Canadiens revenant directement ou via les États-Unis.

² Includes Canadians on cruises and residents visiting more than one area of destination. — Y compris les Canadiens en croisière et les résidents ayant visité plus d'une région.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 60. Area of Destination reported by Canadians Returning¹ from Overseas Countries, Quarterly, 1970 and 1971

TABLEAU 60. Région de destination des Canadiens revenant¹ d'outre-mer, par trimestre, 1970 et 1971

Area of destination — Région de destination	Period of re-entry — Période de rentrée				
	I	II	III	IV	Total
	per cent — pourcentage				
1970					
United Kingdom only — Royaume-Uni seulement	13.0	24.9	28.0	17.4	22.5
United Kingdom and other OECD in Europe — Royaume-Uni et les autres pays de l'O.C.D.E. (Europe)	4.2	15.7	14.0	13.1	12.2
Other OECD in Europe only — Autres pays de l'O.C.D.E. (Europe seule- ment)	21.1	17.6	22.8	20.4	20.9
Bermuda and Caribbean — Bermudes et Antilles	22.1	15.6	7.4	21.9	14.6
Hawaii — Hawaï'.....	8.0	1.7	0.8	5.3	3.2
Mexico — Mexique	14.7	7.9	3.8	7.8	7.6
All other destinations ² — Toutes autres destinations ²	16.9	16.6	23.2	14.1	19.0
Total	100.0	100.0	100.0	100.0	100.0
1971					
United Kingdom only — Royaume-Uni seulement	11.3	23.3	25.6	14.5	20.1
United Kingdom and other OECD in Europe — Royaume-Uni et les autres pays de l'O.C.D.E. (Europe)	4.1	18.6	13.5	14.1	12.6
Other OECD in Europe only — Autres pays de l'O.C.D.E. (Europe seule- ment).....	19.3	18.6	25.7	14.9	21.0
Bermuda and Caribbean — Bermudes et Antilles	26.8	15.5	10.5	27.2	18.0
Hawai — Hawaï'.....	12.5	2.7	1.1	3.8	4.4
Mexico — Mexique	14.2	6.5	6.4	8.1	8.4
All other destinations ² — Toutes autres destinations ²	11.8	14.8	17.2	17.4	15.5
Total	100.0	100.0	100.0	100.0	100.0

¹ Canadians returning both direct and via the United States. — Canadiens revenant directement ou via les États-Unis.

² Includes Canadians on cruises and residents visiting more than one area of destination. — Y compris les Canadiens en croisière et les résidents ayant visité plus d'une région.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 61. Number of Visits¹ by Canadians Returning from Overseas Countries, classified by Principal Countries Visited, 1970 and 1971

TABLEAU 61. Nombre de visites¹ des Canadiens revenant d'outre-mer, selon le principal pays visité, 1970 et 1971

Principal countries visited — Principaux pays visités	Same day — Une journée		One or more nights — Une nuit ou plus		Total	
	1970	1971	1970	1971	1970	1971
	'000					
United Kingdom — Royaume-Uni	2	1	406	436	408	437
France	6	5	177	204	183	209
Germany, Federal Republic of — Allemagne (République fédérale)	8	8	155	177	163	185
Switzerland — Suisse	6	4	128	152	134	156
Netherlands, The — Pays-Bas	5	5	120	130	125	135
Italy — Italie	6	6	116	119	122	125
Mexico — Mexique	10	6	85	98	95	104
Spain — Espagne	2	2	75	100	77	102
Austria — Autriche	4	5	94	90	98	95
Belgium — Belgique	5	10	57	83	62	93
Denmark, Norway and Sweden — Danemark, Norvège et Suède	4	3	89	75	93	78
Bahamas	6	4	37	68	43	72
Barbados — Barbade	6	3	48	63	54	66
Bermuda — Bermudes	4	2	49	49	53	51
Portugal	1	1	34	45	35	46
Greece — Grèce	1	2	26	38	27	40
Ireland (Eire) — Irlande (Eire)	1	--	25	33	26	33
Jamaica — Jamaïque	1	2	21	27	22	29
Luxemburg — Luxembourg	2	9	10	13	12	22
Yugoslavia — Yougoslavie	1	1	24	20	25	21
All other countries — Tous les autres pays	60	63	315	347	375	410
Total	141	142	2,091	2,367	2,232	2,509

¹ Excludes visits to the United States and Hawaii while en route to overseas countries. — Non comprises les visites aux États-Unis et à Hawaï lors de voyages outre-mer.

Note: Data on visits are not available for years prior to 1969. — **Nota:** Aucun détail sur les visites n'est disponible avant 1969.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 62. Purpose of Trip reported by Canadians Returning¹ from Overseas Countries, classified by Area of Destination, 1970 and 1971

TABLEAU 62. But du voyage des Canadiens revenant¹ d'outre-mer, selon la région de destination, 1970 et 1971

Area of destination — Région de destination	Business — Affaires	Holiday and recreation — Loisirs et congés	Visiting friends or relatives — Visites à des amis ou à des parents	Other — Autres	Total
1970	per cent — pourcentage				
United Kingdom only — Royaume-Uni seulement	7.1	36.9	54.6	1.4	100.0
United Kingdom and other OECD in Europe — Royaume-Uni et les autres pays de l'O.C.D.E. (Europe)	17.2	61.4	19.9	1.5	100.0
Other OECD in Europe only — Autres pays de l'O.C.D.E. (Europe seulement)	13.8	39.5	44.9	1.8	100.0
Bermuda and Caribbean — Bermudes et Antilles	5.6	81.0	11.7	1.7	100.0
Hawaii — Hawaï	5.3	94.1	0.6	--	100.0
Mexico — Mexique	13.0	80.9	4.3	1.8	100.0
All other destinations ² — Toutes autres destinations ²	14.4	65.3	18.6	1.7	100.0
Total	11.3	57.4	29.7	1.6	100.0
1971					
United Kingdom only — Royaume-Uni seulement	6.5	40.6	52.0	0.9	100.0
United Kingdom and other OECD in Europe — Royaume-Uni et les autres pays de l'O.C.D.E. (Europe)	19.1	62.0	17.2	1.7	100.0
Other OECD in Europe only — Autres pays de l'O.C.D.E. (Europe seulement)	13.8	47.9	35.4	2.9	100.0
Bermuda and Caribbean — Bermudes et Antilles	6.0	84.4	9.3	0.3	100.0
Hawaii — Hawaï	2.3	93.9	3.2	0.6	100.0
Mexico — Mexique	6.4	78.8	10.2	4.6	100.0
All other destinations ² — Toutes autres destinations ²	15.2	60.5	21.8	2.5	100.0
Total	10.6	61.4	26.1	1.9	100.0

¹ Canadians returning both direct and via the United States. — Canadiens revenant directement ou via les États-Unis.

² Includes Canadians on cruises and residents visiting more than one area of destination. — Y compris les Canadiens en croisière et les résidents ayant visité plus d'une région.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

TABLE 63. Length of Stay¹ Reported by Canadians Returning² from Overseas Countries, classified by Area of Destination, 1970 and 1971

TABLEAU 63. Durée du séjour¹ des Canadiens revenant² d'outre-mer, selon la région de destination, 1970 et 1971

Area of destination — Région de destination	1970			1971		
	Number of persons — Nombre de personnes	Person- nights — Nuits- personnes	Average nights stay — Durée moyenne du séjour (nuits)	Number of persons — Nombre de personnes	Person- nights — Nuits- personnes	Average nights stay — Durée moyenne du séjour (nuits)
United Kingdom only — Royaume-Uni seulement	247,800	6,494,600	26.2	240,300	6,446,000	26.8
United Kingdom and other OECD in Europe — Royaume-Uni et les autres pays de l'O.C.D.E. (Europe)	134,500	4,399,400	32.7	150,900	5,260,000	34.9
Other OECD in Europe only — Autres pays de l'O.C.D.E. (Europe seulement)	229,600	6,676,200	29.1	251,000	6,400,400	25.5
Bermuda and Caribbean — Bermudes et Antilles	160,200	1,982,200	12.4	215,300	2,356,400	10.9
Hawaii — Hawaï	35,000	551,600	15.8	52,800	915,400	17.3
Mexico — Mexique	83,800	1,535,900	18.3	101,000	1,929,400	19.1
All other destinations ³ — Toutes autres destinations ³	208,500	7,560,800	36.3	185,900	6,708,500	36.1
Total	1,099,400	29,200,700	26.6	1,197,200	30,016,100	25.1

¹ Excluding time spent en route in the United States. — Non compris le temps passé aux États-Unis pendant le voyage.

² Canadians returning both direct and via the United States. — Canadiens revenant directement ou via les États-Unis.

³ Includes Canadians on cruises and residents visiting more than one area of destination. — Y compris les Canadiens en croisière et les résidents ayant visité plus d'une région.

Source: Detail based on sample questionnaire surveys. — Données détaillées tirées d'enquêtes par sondage.

SECTION V

HISTORICAL SUPPLEMENT ON INTERNATIONAL TRAVEL STATISTICS

SUPPLEMENT CHRONOLOGIQUE SUR LA STATISTIQUE DES
VOYAGES INTERNATIONAUX

1946-1971

TABLE 64. Estimates¹ of the Balance of Payments on Travel Account Between Canada and Other Countries, 1926-1971
TABLEAU 64. Estimation¹ de la balance des paiements au compte des voyages entre le Canada et les autres pays, 1926-1971

Year — Année	United States — État-Unis			Overseas countries — Pays d'outre-mer			Total		
	Receipts — Recettes	Payments — Dépenses	Balance — Solde	Receipts — Recettes	Payments — Dépenses	Balance — Solde	Receipts — Recettes	Payments — Dépenses	Balance — Solde
millions of dollars — millions de dollars									
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947	241	152	+ 89	10	15	- 5	251	167	+ 84
1948	267	113	+ 154	13	22	- 9	280	135	+ 145
1949	267	165	+ 102	18	28	- 10	285	193	+ 92
1950	260	193	+ 67	15	33	- 18	275	226	+ 49
1951	258	246	+ 12	16	34	- 18	274	280	- 6
1952	257	294	- 37	18	47	- 29	275	341	- 66
1953	282	307	- 25	20	58	- 38	302	365	- 63
1954	283	320	- 37	22	69	- 47	305	389	- 84
1955	303	363	- 60	25	86	- 61	328	449	- 121
1956	309	391	- 82	28	107	- 79	337	498	- 161
1957	325	403	- 78	38	122	- 84	363	525	- 162
1958	309	413	- 104	40	129	- 89	349	542	- 193
1959	351	448	- 97	40	150	- 110	391	598	- 207
1960	375	462	- 87	45	165	- 120	420	627	- 207
1961	435	459	- 24	47	183	- 136	482	642	- 160
1962	512	419	+ 93	50	186	- 136	562	605	- 43
1963	549	388	+ 161	60	197	- 137	609	585	+ 24
1964	590	481	+ 109	72	231	- 159	662	712	- 50
1965	660	548	+ 112	87	248	- 161	747	796	- 49
1966	730	628	+ 102	110	272	- 162	840	900	- 60
1967	1,164	627	+ 537	154	268	- 114	1,318	895	+ 423
1968	891	710	+ 181	87	298	- 211	978	1,008	- 30
1969	961	893	+ 68	113	399	- 286	1,074	1,292	- 218
1970	1,082	936	+ 146	152	524	- 372	1,234	1,460	- 226
1971	1,129	944	+ 185	154	550	- 396	1,283	1,494	- 211

¹ Figures include all international passenger fares. — Ces chiffres comprennent le prix du transport des voyageurs internationaux.

Note: (a) Newfoundland included prior to 1949 as an overseas country; (b) Hawaii excluded prior to 1960; (c) Alaska excluded prior to 1959. — Nota: (a) Avant 1949, Terre-Neuve était inclus dans les pays d'outre-mer; (b) Hawaï n'a pas été pris en compte avant 1960; (c) Alaska n'a pas été pris en compte avant 1959.

TABLE 65. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, Quarterly, 1946-1971

TABLEAU 65. Estimation de la balance des paiements au compte des voyages entre le Canada et les autres pays, par trimestre, 1946-1971

Year — Année	Receipts — Recettes					Payments — Dépenses					Balance — Solde				
	I	II	III	IV	Year — Année	I	II	III	IV	Year — Année	I	II	III	IV	Year — Année
A. Between Canada and all countries — Entre le Canada et tous les autres pays															
\$'000,000															
1946	27	49	106	40	222	28	31	40	37	136	- 1	+ 18	+ 66	+ 3	+ 86
1947	21	46	143	41	251	30	47	60	30	167	- 9	- 1	+ 83	+ 11	+ 84
1948	23	51	160	46	280	24	36	45	30	135	- 1	+ 15	+ 115	+ 16	+ 145
1949	23	60	157	45	285	30	54	69	40	193	- 7	+ 6	+ 88	+ 5	+ 92
1950	23	51	152	49	275	36	58	79	53	226	- 13	- 7	+ 73	- 4	+ 49
1951	23	51	157	43	274	54	74	96	56	280	- 31	- 23	+ 61	- 13	- 6
1952	24	53	156	42	275	63	97	110	71	341	- 39	- 44	+ 46	- 29	- 66
1953	26	57	172	47	302	68	95	124	78	365	- 42	- 38	+ 48	- 31	- 63
1954	24	59	172	50	305	65	102	134	88	389	- 41	- 43	+ 38	- 38	- 84
1955	26	66	182	54	328	78	119	156	96	449	- 52	- 53	+ 26	- 42	- 121
1956	26	65	191	55	337	93	133	169	103	498	- 67	- 68	+ 22	- 48	- 161
1957	31	76	197	59	363	100	142	178	105	525	- 69	- 66	+ 19	- 46	- 162
1958	32	76	186	55	349	100	140	191	111	542	- 68	- 64	- 5	- 56	- 193
1959	32	85	213	61	391	117	144	216	121	598	- 85	- 59	- 3	- 60	- 207
1960	36	91	221	72	420	119	168	213	127	627	- 83	- 77	+ 8	- 55	- 207
1961	39	103	255	85	482	129	168	220	125	642	- 90	- 65	+ 35	- 40	- 160
1962	46	127	297	92	562	126	182	197	100	605	- 80	- 55	+ 100	- 8	- 43
1963	51	129	325	104	609	114	158	204	109	585	- 63	- 29	+ 121	- 5	+ 24
1964	59	140	351	112	662	150	187	238	137	712	- 91	- 47	+ 113	- 25	- 50
1965	63	158	415	111	747	157	219	276	144	796	- 94	- 61	+ 139	- 33	- 49
1966	74	183	455	128	840	191	239	315	155	900	- 117	- 56	+ 140	- 27	- 60
1967	82	347	723	166	1,318	196	246	298	155	895	- 114	+ 101	+ 425	+ 11	+ 423
1968	81	230	539	128	978	216	246	375	171	1,008	- 135	- 16	+ 164	- 43	- 30
1969	86	250	581	157	1,074	268	341	476	207	1,292	- 182	- 91	+ 105	- 50	- 218
1970	109	297	639	189	1,234	313	384	543	220	1,460	- 204	- 87	+ 96	- 31	- 226
1971	119	302	673	189	1,283	313	369	551	261	1,494	- 194	- 67	+ 122	- 72	- 211
B. Between Canada and the United States — Entre le Canada et les États-Unis															
\$'000,000															
1946	27	47	103	39	216	26	30	38	36	130	+ 1	+ 17	+ 65	+ 3	+ 86
1947	19	43	140	39	241	28	43	53	28	152	- 9	-	+ 87	+ 11	+ 89
1948	22	47	156	42	267	21	31	37	24	113	+ 1	+ 16	+ 119	+ 18	+ 154
1949	21	53	151	42	267	27	45	59	34	165	- 6	+ 8	+ 92	+ 8	+ 102
1950	21	47	147	45	260	31	49	68	45	193	- 10	- 2	+ 79	-	+ 67
1951	21	47	151	39	258	48	64	85	49	246	- 27	- 17	+ 66	- 10	+ 12
1952	22	49	149	37	257	56	84	95	59	294	- 34	- 35	+ 54	- 22	- 37
1953	24	52	165	41	282	60	79	105	63	307	- 36	- 27	+ 60	- 22	- 25
1954	22	52	164	45	283	55	83	110	72	320	- 33	- 31	+ 54	- 27	- 37
1955	24	58	172	49	303	66	99	122	76	363	- 42	- 41	+ 50	- 27	- 60
1956	24	56	181	48	309	75	104	132	80	391	- 51	- 48	+ 49	- 32	- 82
1957	27	64	184	50	325	79	112	134	78	403	- 52	- 48	+ 50	- 28	- 78
1958	28	62	171	48	309	80	113	136	84	413	- 52	- 51	+ 35	- 36	- 104
1959	28	70	198	55	351	94	113	155	86	448	- 66	- 43	+ 43	- 31	- 97
1960	32	74	205	64	375	91	131	151	89	462	- 59	- 57	+ 54	- 25	- 87
1961	35	85	238	77	435	92	130	150	87	459	- 57	- 45	+ 88	- 10	- 24
1962	42	108	279	83	512	92	138	122	67	419	- 50	- 30	+ 157	+ 16	+ 93
1963	46	111	300	92	549	79	110	130	69	388	- 33	+ 1	+ 170	+ 23	+ 161
1964	53	120	321	96	590	109	131	149	92	481	- 56	- 11	+ 172	+ 4	+ 109
1965	53	133	375	99	660	118	158	181	91	548	- 65	- 25	+ 194	+ 8	+ 112
1966	64	155	403	108	730	141	172	212	103	628	- 77	- 17	+ 191	+ 5	+ 102
1967	71	301	647	145	1,164	141	181	200	105	627	- 70	+ 120	+ 447	+ 40	+ 537
1968	72	206	501	112	891	164	181	248	117	710	- 92	+ 25	+ 253	- 5	+ 181
1969	74	220	530	137	961	207	247	313	126	893	- 133	- 27	+ 217	+ 11	+ 68
1970	92	252	574	164	1,082	217	252	323	144	936	- 125	-	+ 251	+ 20	+ 146
1971	104	258	605	162	1,129	218	242	323	161	944	- 114	+ 16	+ 282	+ 1	+ 185

TABLE 65. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, Quarterly, 1946-1971 - Continued

TABLEAU 65. Estimation de la balance des paiements au compte des voyages entre le Canada et les autres pays, par trimestre, 1946-1971 - suite

Year - Année	Receipts - Recettes					Payments - Dépenses					Balance - Solde				
	I	II	III	IV	Year - Année	I	II	III	IV	Year - Année	I	II	III	IV	Year - Année
C. Between Canada and the United Kingdom - Entre le Canada et le Royaume-Uni															
\$'000,000															
1946	-	1	1	1	3	1	1	1	1	4	- 1	-	-	-	1
1947	1	2	2	2	7	1	3	4	1	9	-	- 1	- 2	+ 1	- 2
1948	1	3	3	2	9	1	3	5	3	12	-	-	- 2	- 1	- 3
1949	1	5	3	2	11	1	6	7	3	17	-	- 1	- 4	- 1	- 6
1950	1	2	2	2	7	2	6	6	5	19	- 1	- 4	- 4	- 3	- 12
1951	1	2	3	2	8	3	7	6	4	20	- 2	- 5	- 3	- 2	- 12
1952	1	2	4	3	10	3	8	8	8	27	- 2	- 6	- 4	- 5	- 17
1953	1	3	4	4	12	3	10	10	8	31	- 2	- 7	- 6	- 4	- 19
1954	1	4	5	3	13	4	11	12	8	35	- 3	- 7	- 7	- 5	- 22
1955	1	4	5	3	13	5	11	14	10	40	- 4	- 7	- 9	- 7	- 27
1956	1	5	5	3	14	6	14	16	10	46	- 5	- 9	- 11	- 7	- 32
1957	2	6	7	3	18	6	12	18	11	47	- 4	- 6	- 11	- 8	- 29
1958	2	7	7	2	18	7	9	26	10	52	- 5	- 2	- 19	- 8	- 34
1959	2	7	7	2	18	9	11	25	17	62	- 7	- 4	- 18	- 15	- 44
1960	2	8	6	4	20	8	15	29	18	70	- 6	- 7	- 23	- 14	- 50
1961	2	9	6	4	21	13	14	29	15	71	- 11	- 5	- 23	- 11	- 50
1962	1	9	7	5	22	12	14	30	15	71	- 11	- 5	- 23	- 10	- 49
1963	2	7	15	4	28	9	15	31	15	70	- 7	- 8	- 16	- 11	- 42
1964	2	10	15	6	33	12	17	36	15	80	- 10	- 7	- 21	- 9	- 47
1965	3	10	16	5	34	8	23	40	18	89	- 5	- 13	- 24	- 13	- 55
1966	3	10	20	6	39	10	24	42	18	94	- 7	- 14	- 22	- 12	- 55
1967	2	13	20	5	40	8	22	44	14	88	- 6	- 9	- 24	- 9	- 48
1968	2	6	11	4	23	12	23	52	16	103	- 10	- 17	- 41	- 12	- 80
1969	2	8	15	4	29	13	40	67	25	145	- 11	- 32	- 52	- 21	- 116
1970	3	12	23	6	44	21	42	73	20	156	- 18	- 30	- 50	- 14	- 112
1971	3	11	22	6	42	21	46	84	29	180	- 18	- 35	- 62	- 23	- 138
D. Between Canada and OECD (Europe) - Entre le Canada et les pays de l'O.C.D.E. (Europe)															
\$'000,000															
1946	-	1	1	-	2	-	-	1	-	1	-	+ 1	-	-	+ 1
1947	-	-	1	-	1	-	-	2	-	2	-	-	- 1	-	- 1
1948	-	-	1	1	2	-	-	3	1	4	-	-	- 2	-	- 2
1949	1	1	1	1	4	-	2	3	1	6	+ 1	- 1	- 2	-	- 2
1950	-	1	2	1	4	1	2	4	1	8	- 1	- 1	- 2	-	- 4
1951	-	1	2	1	4	1	1	4	2	8	- 1	-	- 2	- 1	- 4
1952	-	1	2	1	4	2	3	5	3	13	- 2	- 2	- 3	- 2	- 9
1953	1	1	1	1	4	1	4	7	6	18	-	- 3	- 6	- 5	- 14
1954	1	1	1	1	4	2	5	10	6	23	- 1	- 4	- 9	- 5	- 19
1955	1	1	2	1	5	2	6	16	8	32	- 1	- 5	- 14	- 7	- 27
1956	1	1	2	2	6	4	9	18	10	41	- 3	- 8	- 16	- 8	- 35
1957	2	3	3	2	10	5	11	21	11	48	- 3	- 8	- 18	- 9	- 38
1958	1	4	4	2	11	5	12	23	12	52	- 4	- 8	- 19	- 10	- 41
1959	1	4	4	2	11	6	11	29	14	60	- 5	- 7	- 25	- 12	- 49
1960	1	5	5	2	13	10	13	27	15	65	- 9	- 8	- 22	- 13	- 52
1961	1	5	5	2	13	12	13	31	16	72	- 11	- 8	- 26	- 14	- 59
1962	1	6	5	2	14	11	16	36	12	75	- 10	- 10	- 31	- 10	- 61
1963	2	7	4	3	16	12	20	34	20	86	- 10	- 13	- 30	- 17	- 70
1964	2	5	7	3	17	14	24	45	22	105	- 12	- 19	- 38	- 19	- 88
1965	4	7	12	4	27	12	24	45	25	106	- 8	- 17	- 33	- 21	- 79
1966	3	10	17	6	36	16	29	50	25	120	- 13	- 19	- 33	- 19	- 84
1967	4	17	30	7	58	23	24	39	19	105	- 19	- 7	- 9	- 12	- 47
1968	3	10	14	5	32	17	24	60	20	121	- 14	- 14	- 46	- 15	- 89
1969	4	11	18	7	40	18	34	68	33	153	- 14	- 23	- 50	- 26	- 113
1970	6	16	21	10	53	32	48	92	35	207	- 26	- 32	- 71	- 25	- 154
1971	6	16	22	10	54	36	53	103	34	226	- 30	- 37	- 81	- 24	- 172

TABLE 65. Estimates of the Balance of Payments on Travel Account Between Canada and Other Countries, Quarterly, 1946-1971 - Concluded

TABLEAU 65. Estimation de la balance des paiements au compte des voyages entre le Canada et les autres pays, par trimestre, 1946-1971 - fin

Year - Année	Receipts - Recettes					Payments - Dépenses					Balance - Solde				
	I	II	III	IV	Year - Année	I	II	III	IV	Year - Année	I	II	III	IV	Year - Année
E. Between Canada and other sterling areas - Entre le Canada et les autres pays de la zone sterling															
\$'000,000															
1946	-	-	1	-	1	1	-	-	-	1	- 1	-	+ 1	-	-
1947	-	1	-	-	1	1	1	1	-	3	- 1	-	- 1	-	- 2
1948	-	1	-	1	2	1	2	-	2	5	- 1	- 1	-	- 1	- 3
1949	-	1	1	-	2	1	1	-	2	4	- 1	-	+ 1	- 2	- 2
1950	-	1	1	1	3	2	1	1	1	5	- 2	-	-	-	- 2
1951	-	1	1	1	3	2	1	1	1	5	- 2	-	-	-	- 2
1952	-	1	1	1	3	2	1	1	1	5	- 2	-	-	-	- 2
1953	-	1	1	1	3	3	1	1	1	6	- 3	-	-	-	- 3
1954	-	1	1	1	3	3	2	1	1	7	- 3	- 1	-	-	- 4
1955	-	2	1	1	4	3	2	2	1	8	- 3	-	- 1	-	- 4
1956	-	2	1	1	4	3	3	1	1	8	- 3	- 1	-	-	- 4
1957	-	2	1	2	5	4	3	2	2	11	- 4	- 1	- 1	-	- 6
1958	1	2	2	1	6	3	3	3	2	11	- 2	- 1	- 1	- 1	- 5
1959	1	2	2	1	6	4	4	3	2	13	- 3	- 2	- 1	- 1	- 7
1960	1	2	2	1	6	5	5	2	2	14	- 4	- 3	-	- 1	- 8
1961	1	2	3	1	7	6	7	4	4	21	- 5	- 5	- 1	- 3	- 14
1962	1	2	3	2	8	7	8	3	3	21	- 6	- 6	-	- 1	- 13
1963	1	1	3	3	8	8	7	4	2	21	- 7	- 6	- 1	+ 1	- 13
1964	1	2	5	3	11	8	8	3	4	23	- 7	- 6	+ 2	- 1	- 12
1965	1	3	4	1	9	11	7	4	5	27	- 10	- 4	-	- 4	- 18
1966	1	2	6	3	12	15	6	4	4	29	- 14	- 4	+ 2	- 1	- 17
1967	1	5	9	3	18	14	10	9	10	43	- 13	- 5	-	- 7	- 25
1968	1	3	6	3	13	14	10	7	10	41	- 13	- 7	- 1	- 7	- 28
1969	2	4	8	3	17	17	10	12	13	52	- 15	- 6	- 4	- 10	- 35
1970	3	6	10	4	23	23	19	14	10	66	- 20	- 13	- 4	- 6	- 43
1971	3	6	11	4	24	22	14	15	19	70	- 19	- 8	- 4	- 15	- 46
F. Between Canada and other countries - Entre le Canada et les autres pays															
\$'000,000															
1946	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1947	1	-	-	-	1	-	-	-	1	1	+ 1	-	-	- 1	-
1948	-	-	-	-	-	1	-	-	-	1	- 1	-	-	-	- 1
1949	-	-	1	-	1	1	-	-	-	1	- 1	-	+ 1	-	-
1950	1	-	-	-	1	-	-	-	1	1	+ 1	-	-	- 1	-
1951	1	-	-	-	1	-	1	-	-	1	+ 1	- 1	-	-	-
1952	1	-	-	-	1	-	1	1	-	2	+ 1	- 1	- 1	-	- 1
1953	-	-	1	-	1	1	1	1	-	3	- 1	- 1	-	-	- 2
1954	-	1	1	-	2	1	1	1	1	4	- 1	-	-	- 1	- 2
1955	-	1	2	-	3	2	1	2	1	6	- 2	-	-	- 1	- 3
1956	-	1	2	1	4	5	3	2	2	12	- 5	- 2	-	- 1	- 8
1957	-	1	2	2	5	6	4	3	3	16	- 6	- 3	- 1	- 1	- 11
1958	-	1	2	2	5	5	3	3	3	14	- 5	- 2	- 1	- 1	- 9
1959	-	2	2	1	5	4	5	4	2	15	- 4	- 3	- 2	- 1	- 10
1960	-	2	3	1	6	5	4	4	3	16	- 5	- 2	- 1	- 2	- 10
1961	-	2	3	1	6	6	4	6	3	19	- 6	- 2	- 3	- 2	- 13
1962	1	2	3	-	6	4	6	6	3	19	- 3	- 4	- 3	- 3	- 13
1963	-	3	3	2	8	6	6	5	3	20	- 6	- 3	- 2	- 1	- 12
1964	1	3	3	4	11	7	7	5	4	23	- 6	- 4	- 2	-	- 12
1965	2	5	8	2	17	8	7	6	5	26	- 6	- 2	+ 2	- 3	- 9
1966	3	6	9	5	23	9	8	7	5	29	- 6	- 2	+ 2	-	- 6
1967	4	11	17	6	38	10	9	6	7	32	- 6	+ 2	+ 11	- 1	+ 6
1968	3	5	7	4	19	9	8	8	8	33	- 6	- 3	- 1	- 4	- 14
1969	4	7	10	6	27	13	10	16	10	49	- 9	- 3	- 6	- 4	- 22
1970	5	11	11	5	32	20	23	41	11	95	- 15	- 12	- 30	- 6	- 63
1971	3	11	13	7	34	16	14	26	18	74	- 13	- 3	- 13	- 11	- 40

TABLE 66. Number of Non-resident Travellers Entering Canada from the United States and Other Countries, 1946-1971
TABLEAU 66. Nombre de voyageurs non-résidents au Canada en provenance des États-Unis et des autres pays, 1946-1971

Year — Année	United States — États-Unis								Other countries — Autres pays			Grand total — Total, général
	Auto- mobile	Plane — Avion	Bus — Autobus	Train	In transit, train — En transit, train	Boat — Bateau	Other methods — Autres moyens	Total	Direct — Directe- ment	Via the U.S. — Via les E.-U.	Total	
	thousands — milliers											
1946	13,823	110	404	686	965	339	4,960	21,287	6	6	12	21,299
1947	15,442	113	442	648	832	334	4,869	22,680	8	14	22	22,702
1948	17,396	116	480	589	721	335	5,439	25,076	12	15	27	25,103
1949	17,662	136	429	551	630	300	4,561	24,269	18	17	35	24,304
1950	17,472	158	406	458	635	212	4,176	23,517	16	14	30	23,547
1951	18,502	175	407	492	624	258	4,421	24,879	18	16	34	24,913
1952	18,568	185	375	491	620	303	5,735	26,277	22	16	38	26,315
1953	19,393	213	352	451	576	325	6,715	28,025	22	16	38	28,063
1954	19,314	239	335	432	509	347	5,237	26,413	24	18	42	26,455
1955	20,832	288	340	447	492	370	5,514	28,283	28	20	48	28,331
1956	22,390	315	339	402	480	399	3,342	27,667	31	22	53	27,720
1957	22,916	353	375	376	344	309	3,946	28,619	37	25	62	28,681
1958	22,662	368	370	343	308	332	4,148	28,531	40	26	66	28,597
1959	22,831	431	392	314	305	420	5,188	29,881	42	25	67	29,948
1960	23,270	435	416	280	311	439	4,504	29,655	48	24	72	29,727
1961	23,988	486	415	240	272	466	4,607	30,474	..	..	..	..
1962	24,601	483	456	245	272	696	4,903	31,656	..	..	..	..
1963	25,130	487	512	217	228	508	4,783	31,865	..	..	..	..
1964	26,371	553	552	241	232	492	4,022	32,463	113	236	349	32,812
1965	26,204	624	631	232	175	514	5,507	33,887	133	268	401	34,288
1966	26,868	710	698	206	138	552	6,153	35,325	150	261	411	35,736
1967	32,445	1,177	1,458	253	56	607	3,980	39,976	..	..	590	40,566
1968	30,331	993	844	186	34	571	1,817	34,776	..	..	362	35,138
1969	30,979	1,133	867	171	27	528	2,061	35,766	..	..	463	36,229
1970	32,018	1,286	1,065	127	14	597	2,046	37,153	..	..	536	37,689
1971	33,241	1,280	1,212	64	—	572	2,080	38,449	..	..	543	38,992

Notes — Nota:

- (a) Data on overseas visitors — Données sur les visiteurs d'outre-mer:
Newfoundland excluded prior to 1949 for this analysis. — Non compris Terre-Neuve dans la présente analyse avant 1949.
From 1946 to 1960 excludes entries via the U.S. by land; frontier count. — De 1946 à 1960 non compris les entrées via les États-Unis par moyens terrestres; dénombrement à la frontière.
From 1964 to 1966 includes all entries; frontier count. — De 1964 à 1966, y compris toutes les entrées; dénombrement à la frontière.
From 1967 to 1971 includes all entries remaining one or more nights and some same day traffic; immigration documentation. — De 1967 à 1971, y compris toutes les entrées avec séjour d'une nuit ou plus et quelques séjours du même jour; renseignements de l'Immigration.
- (b) Data on United States visitors — Données sur les visiteurs des États-Unis:
From 1946 to 1966 automobile figures based on customs documentation and non-automobile data on immigration counts — De 1946 à 1966, les chiffres pour les automobiles proviennent des Douanes et les autres de l'Immigration.
From 1967 to 1971 all figures are based on frontier count. — De 1967 à 1971, tous les chiffres proviennent du dénombrement à la frontière.

TABLE 67. Number and Expenditures of Non-resident Travellers Entering Canada, 1946-1971

TABLERAU 67. Nombre et dépenses des voyageurs non-résidents entrant au Canada, 1946-1971

Year — Année	Number of visits — Nombre de visites				Receipts ¹ — Recettes ¹				Average spending per person-visit — Moyenne des dépenses par personne et par visite			
	United States — États-Unis		Other coun-tries ² — Autres pays ²	Total	United States — États-Unis		Other coun-tries ² — Autres pays ²	Total	United States — États-Unis		Other coun-tries ² — Autres pays ²	Total
	Same day — Même jour	One or more nights — Une nuit ou plus			Same day — Même jour	One or more nights — Une nuit ou plus			Same day — Même jour	One or more nights — Une nuit ou plus		
	'000				\$'000,000				\$			
1946	17,141	4,146	27	21,314	32	184	6	222	1.90	44.40	222.20	10.40
1947	18,187	4,493	36	22,716	36	205	10	251	2.00	45.60	277.80	11.00
1948	20,347	4,729	39	25,115	55	212	13	280	2.70	44.80	333.30	11.10
1949	19,291	4,978	37	24,306	41	226	18	285	2.10	45.40	486.50	11.70
1950	18,645	4,872	30	23,547	40	220	15	275	2.10	45.20	500.00	11.70
1951	19,616	5,263	34	24,913	39	219	16	274	2.00	41.60	470.60	11.00
1952	20,821	5,456	38	26,315	41	216	18	275	2.00	39.60	473.70	10.50
1953	22,190	5,835	38	28,063	49	233	20	302	2.20	39.90	526.30	10.80
1954	20,702	5,711	42	26,455	51	232	22	305	2.50	40.60	523.80	11.50
1955	22,383	5,900	48	28,331	60	243	25	328	2.70	41.20	520.80	11.60
1956	21,794	5,873	53	27,720	63	246	28	337	2.90	41.90	528.30	12.20
1957	22,682	5,937	62	28,681	65	260	38	363	2.90	43.80	612.90	12.70
1958	22,579	5,952	66	28,597	61	248	40	349	2.70	41.70	606.10	12.20
1959	23,304	6,577	67	29,948	68	283	40	391	2.90	43.00	597.00	13.10
1960	20,910	8,745	72	29,727	53	322	45	420	2.50	36.80	625.00	14.10
1961	21,102	9,372	..	..	48	387	47	482	2.30	41.30	..	..
1962	21,576	10,080	..	..	58	454	50	562	2.70	45.00	..	..
1963	21,499	10,366	..	..	60	489	60	609	2.80	47.20	..	..
1964	21,275	11,188	349	32,812	61	529	72	662	2.90	47.30	206.30	20.20
1965	21,999	11,888	401	34,288	73	587	87	747	3.30	49.40	217.00	21.80
1966	22,507	12,818	411	35,736	79	651	110	840	3.50	50.80	267.60	23.50
1967	24,511	15,465	590	40,566	124	1,040	154	1,318	5.10	67.20	261.00	32.50
1968	23,068	11,708	362	35,138	120	771	87	978	5.20	65.90	240.30	27.80
1969	23,454	12,312	463	36,229	121	840	113	1,074	5.20	68.20	244.10	29.60
1970	23,505	13,648	536	37,689	129	953	152	1,234	5.50	69.80	283.60	32.70
1971	24,112	14,337	543	38,992	132	997	154	1,283	5.50	69.50	283.60	32.90

¹ Includes international passenger fares paid to Canadian carriers. — Y compris le prix du transport des voyageurs internationaux.

² Includes Newfoundland for the years 1946 to 1949. — Y compris Terre-Neuve pour les années 1946 à 1949.

Note: Data on United States visitors: From 1960 to 1966, a more exact division of length of stay was available which is reflected in the figures; from 1967 to 1971, data are based on frontier counts rather than Customs documentation and length of stay is derived from questionnaire surveys. — **Nota:** Données sur les visiteurs des États-Unis: De 1960 à 1966, on possédait une meilleure division de la durée du séjour et les chiffres en tiennent compte; de 1967 à 1971, les chiffres proviennent du dénombrement à la frontière plutôt que les Douanes et la durée de séjour provient des enquêtes.

TABLE 68. Estimated Travel Expenditures by United States Visitors in Canada, by Type of Transportation, 1946-1971
TABLEAU 68. Dépenses estimatives des visiteurs des États-Unis au Canada, selon le moyen de transport, 1946-1971

Year Année	Automobile	Plane — Avion	Bus — Autobus	Train	Boat — Bateau	Other methods ¹ — Autres moyens ¹	Total
	\$'000,000						
1946	98	10	16	62	17	13	216
1947	118	13	17	57	22	14	241
1948	139	12	21	56	16	23	267
1949	145	18	24	53	14	13	267
1950	148	21	21	44	14	12	260
1951	152	22	18	44	10	12	258
1952	143	22	18	46	14	14	257
1953	157	25	23	44	14	19	282
1954	150	26	23	46	17	21	283
1955	165	37	22	42	13	24	303
1956	172	36	22	44	16	19	309
1957	173	41	27	45	19	20	325
1958	172	41	26	35	15	20	309
1959	192	50	27	36	21	25	351
1960 ²	220	53	31	31	18	22	375
1961	267	64	34	29	20	21	435
1962	323	66	41	31	26	25	512
1963	361	69	54	30	10	25	549
1964	398	83	46	31	10	22	590
1965	440	92	55	34	10	29	660
1966	474	105	77	30	11	33	730
1967 ²	751	177	161	33	12	30	1,164
1968	600	158	71	26	21	15	891
1969	660	162	80	30	12	17	961
1970	732	184	108	23	16	19	1,082
1971	787	216	84	11	11	20	1,129

¹ Includes passenger fares paid to Canadian carriers by United States residents in transit to overseas countries. — Y compris les montants versés aux transporteurs canadiens par des résidents des États-Unis en transit vers des pays d'outre-mer.

² Changes in the methods of collecting statistics, see footnotes Table 67. — Modifications des méthodes de collecte, voir renvois Tableau 67.

Notes: (a) Newfoundland excluded prior to 1949. (b) Hawaii excluded prior to 1960. (c) Alaska excluded prior to 1959. — Nota: (a) Non compris Terre-Neuve avant 1949. (b) Non compris Hawaï avant 1960. (c) Non compris Alaska avant 1959.

TABLE 69. Estimated Travel Expenditures of United States Visitors in Canada, by Province of Entry, 1946-1971
TABLEAU 69. Dépenses estimatives des visiteurs des États-Unis au Canada, selon la province d'entrée, 1946-1971

Year — Année	Percentage of total spending — Pourcentage des dépenses totales							Canada ¹
	Atlantic Provinces — Provinces de l'Atlantique	Québec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia and Yukon — Colombie- Britannique et Yukon	
	%							\$'000,000
1946	6.3	21.0	50.9	3.1	1.4	1.3	16.0	216
1947	7.0	18.6	54.2	2.9	1.5	1.9	13.9	241
1948	7.9	18.0	56.5	2.8	1.6	2.4	10.8	267
1949	7.0	18.8	56.1	2.7	1.4	2.6	11.4	267
1950	8.7	19.8	50.4	2.9	1.4	3.3	13.5	260
1951	8.6	19.1	49.8	2.4	1.5	3.3	15.3	258
1952	7.8	18.3	50.6	2.6	1.7	3.5	15.5	257
1953	8.1	18.6	51.5	2.5	1.8	2.9	14.6	282
1954	7.9	18.1	50.5	2.6	1.9	2.8	16.2	283
1955	7.7	17.4	53.6	2.7	1.5	3.0	14.1	303
1956	7.9	18.3	51.5	3.0	1.6	2.8	14.9	309
1957	7.5	18.3	50.4	3.0	1.3	3.7	15.8	325
1958	8.7	18.1	50.7	2.9	1.6	3.0	15.0	309
1959	8.0	16.4	52.7	2.8	1.5	3.0	15.6	351
1960 ²	8.0	16.9	55.6	3.0	1.1	2.4	13.0	375
1961	7.9	17.1	56.0	2.7	1.1	1.9	13.3	435
1962	8.0	16.5	53.5	2.9	1.0	2.1	16.0	512
1963	8.5	17.5	55.2	3.0	1.0	1.9	12.9	549
1964	7.6	15.4	56.5	3.0	1.0	2.0	14.5	590
1965	7.6	16.1	57.0	3.1	0.9	2.0	13.3	660
1966	8.1	15.5	56.0	2.9	0.9	2.2	14.4	730
1967 ²	5.9	33.3	45.4	2.2	0.7	1.8	10.7	1,164
1968	8.1	19.3	51.7	3.2	0.8	2.3	14.6	891
1969	7.8	20.1	49.5	3.6	0.8	2.6	15.6	961
1970	7.5	22.0	49.3	2.8	0.8	2.5	15.1	1,082
1971	8.7	20.6	50.8	3.1	0.9	2.4	13.5	1,129

¹ Includes passenger fares paid to Canadian carriers by United States residents in transit to overseas countries — Y compris les montants versés aux transporteurs canadiens par des résidents des États-Unis en transit vers des pays d'outre-mer.

² Changes in the methods of collecting statistics, see footnotes Table 67. — Modifications des méthodes de collecte, voir renvois Tableau 67.

TABLE 70. Number of United States Visitors in Canada, by Length of Stay and Type of Transportation, 1946-1971

TABLEAU 70. Nombre de visiteurs des États-Unis au Canada, selon la durée de séjour et le moyen de transport, 1946-1971

Type of transportation — Moyen de transport	1946	1947	1948	1949	1950	1951	1952	1953
thousands of visits — milliers de visites								
Short-term traffic — Courte visite:								
Automobile	11,117	12,376	14,072	13,999	13,743	14,480	14,384	14,826
Plane — Avion	11	9	5	7	8	7	7	7
Bus — Autobus	88	101	110	94	83	84	76	87
Rail — Chemin de fer	965	832	721	630	635	624	619	576
Boat — Bateau	4,960	4,869	5,439	4,561	4,176	4,421	5,735	6,714
Other methods — Autres								
Total	17,141	18,187	20,347	19,291	18,645	19,616	20,821	22,190
Long-term traffic — Visite prolongée:								
Automobile	2,706	3,066	3,324	3,663	3,729	4,021	4,184	4,568
Plane — Avion	99	104	111	129	150	168	178	206
Bus — Autobus	316	341	369	335	323	324	299	285
Rail — Chemin de fer	686	648	589	551	458	492	491	451
Boat — Bateau	339	334	335	300	212	258	303	325
Total	4,146	4,493	4,728	4,978	4,872	5,263	5,455	5,835
Grand — Total — Général	21,287	22,680	25,075	24,269	23,517	24,879	26,276	28,025
thousands of visits — milliers de visites								
	1954	1955	1956	1957	1958	1959	1960 ¹	1961
Short-term traffic — Courte visite:								
Automobile	14,892	16,306	17,912	18,328	18,061	17,746	15,690	15,983
Plane — Avion	8	10	11	10	9	10	74	31
Bus — Autobus	56	61	50	54	53	55	120	91
Rail — Chemin de fer	509	492	479	344	308	305	349	292
Boat — Bateau	5,237	5,514	3,342	3,946	4,148	5,188	4,504	4,607
Other methods — Autres							173	98
Total	20,702	22,383	21,794	22,682	22,579	23,304	20,910	21,102
Long-term traffic — Visite prolongée:								
Automobile	4,422	4,526	4,478	4,588	4,601	5,085	7,581	8,005
Plane — Avion	231	278	304	343	359	421	361	455
Bus — Autobus	279	279	289	321	317	337	296	324
Rail — Chemin de fer	432	447	402	376	343	314	241	220
Boat — Bateau	347	370	400	309	332	420	266	368
Total	5,711	5,900	5,873	5,937	5,952	6,577	8,745	9,372
Grand — Total — Général	26,413	28,283	27,667	28,619	28,531	29,881	29,655	30,474
thousands of visits — milliers de visites								
	1963	1964	1965	1966	1967 ¹	1968	1969	1970
Short-term traffic — Courte visite:								
Automobile	16,116	16,577	15,831	15,829	19,848	20,595	20,733	20,804
Plane — Avion	28	35	39	38	56	57	115	120
Bus — Autobus	99	108	126	120	261	237	262	335
Rail — Chemin de fer	244	247	192	148	66	48	33	14
Boat — Bateau	229	286	304	218	300	314	250	186
Other methods — Autres	4,783	4,022	5,507	6,154	3,980	1,817	2,061	2,046
Total	21,499	21,275	21,999	22,507	24,511	23,068	23,454	23,505
Long-term traffic — Visite prolongée:								
Automobile	9,014	9,794	10,373	11,039	12,597	9,736	10,246	11,214
Plane — Avion	459	518	585	672	1,121	936	1,018	1,166
Bus — Autobus	413	444	505	578	1,196	607	605	730
Rail — Chemin de fer	201	226	215	196	244	173	165	126
Boat — Bateau	279	206	210	333	307	256	278	412
Total	10,366	11,188	11,888	12,818	15,465	11,708	12,312	13,648
Grand — Total — Général	31,865	32,463	33,887	35,325	39,976	34,776	35,766	37,153
Grand — Total — Général	31,865	32,463	33,887	35,325	39,976	34,776	35,766	38,449

¹ Changes in the methods of collecting statistics, see footnotes Table 67. — Modifications des méthodes de collecte, voir renvois Tableau 67.

TABLE 71. Selected Travel Characteristics of United States Visitors¹ Entering Canada, 1969-1971
TABLEAU 71. Certaines caractéristiques des visiteurs¹ des États-Unis entrant au Canada, 1969-1971

Travel characteristics — Caractéristiques des voyages	Thousands of visits — Milliers de visites			Percentage of total — Pourcentage du total		
	1969	1970	1971	1969	1970	1971
Region of origin — Région d'origine:						
New England — Nouvelle-Angleterre	1,582	2,273	1,877	12.3	16.1	12.7
Middle Atlantic — Atlantique moyen	3,570	3,462	4,514	27.8	24.5	30.5
South Atlantic — Atlantique sud	508	615	596	4.0	4.4	4.0
East North Central — Centre, nord-est	3,832	3,694	3,994	29.9	26.2	26.9
West North Central — Centre, nord-ouest	872	1,189	912	6.8	8.4	6.1
East South Central — Centre, sud-est	116	109	130	0.9	0.8	0.9
West South Central — Centre, sud-ouest	147	190	173	1.1	1.3	1.2
Mountain — Montagnes	303	372	410	2.4	2.6	2.8
Pacific — Pacifique	1,778	2,146	2,107	13.9	15.2	14.2
Other remaining states — Autres États	118	76	105	0.9	0.5	0.7
Total	12,826	14,126	14,818	100.0	100.0	100.0
Province of entry — Province d'entrée:						
Atlantic Provinces — Provinces de l'Atlantique	783	933	1,038	6.1	6.6	7.0
Québec	2,517	2,921	2,982	19.6	20.7	20.1
Ontario	6,756	7,259	7,755	52.7	51.4	52.3
Manitoba	430	490	492	3.3	3.5	3.3
Saskatchewan	129	136	139	1.0	1.0	1.0
Alberta	277	318	331	2.2	2.2	2.2
British Columbia and Yukon — Colombie-Britannique et Yukon	1,934	2,069	2,081	15.1	14.6	14.1
Canada	12,826	14,126	14,818	100.0	100.0	100.0
Province of main destination — Province de destination principale:						
Atlantic Provinces — Provinces de l'Atlantique	593	814	945	4.6	5.8	6.4
Québec	3,184	3,431	3,564	24.8	24.3	24.0
Ontario	6,025	6,219	6,440	47.0	44.0	43.5
Manitoba	349	664	381	2.7	4.7	2.6
Saskatchewan	130	146	137	1.0	1.0	0.9
Alberta	443	560	785	3.5	4.0	5.3
British Columbia, Yukon and Northwest Territories — Colombie-Britannique, Yukon et Territoires du Nord-Ouest	1,668	1,791	1,946	13.0	12.7	13.1
Touring ² — Destination multiple ²	434	501	620	3.4	3.5	4.2
Canada	12,826	14,126	14,818	100.0	100.0	100.0
Principal type of lodging ³ — Principal type de logement ³ :						
Camping or house trailer — Camping ou caravane	1,648	1,879	2,018	16.6	17.3	17.7
Cottage — Chalet	1,006	938	1,192	10.1	8.7	10.4
Resort, hotel or motel — Hôtel ou motel	5,116	5,522	5,966	51.6	50.9	52.3
Home of friends or relatives — Maison d'amis ou de parents	1,716	2,009	2,129	17.3	18.5	18.7
Other types of lodging — Autres types de logement	264	286	94	2.7	2.6	0.8
Two or more types of lodging — Deux types de logement ou plus	165	216	9	1.7	2.0	0.1
Total	9,915	10,850	11,408	100.0	100.0	100.0
Length of stay — Durée du séjour:						
1 day — jour	21,246	21,282	21,779	63.3	60.9	60.3
2 days — jours	2,699	2,905	2,860	8.0	8.3	7.9
3 - 7 days — jours	6,771	7,895	8,100	20.2	22.6	22.4
8-14 " "	2,225	2,269	2,599	6.6	6.5	7.2
15-21 " "	400	358	500	1.2	1.0	1.4
22 days and over — jours et plus	218	222	278	0.7	0.7	0.8
Total	33,559	34,931	36,116	100.0	100.0	100.0
Season — Saison:						
First quarter — Premier trimestre	988	1,199	1,142	7.7	8.5	7.7
Second quarter — Deuxième trimestre	3,069	3,213	3,346	23.9	22.7	22.6
Third quarter — Troisième trimestre	7,071	7,895	8,297	55.1	55.9	56.0
Fourth quarter — Quatrième trimestre	1,698	1,819	2,033	13.3	12.9	13.7
Year — Année	12,826	14,126	14,818	100.0	100.0	100.0

¹ Excludes automobile traffic entering and leaving same day, in transit traffic and "other methods" except for the length of stay analysis. — Non compris les automobiles qui arrivent et repartent le même jour, les voyageurs en transit et "autres moyens" sauf pour la durée de séjour.

² Persons with no particular destination and persons travelling to and from Alaska. — Personnes à destination multiple et personnes à destination et en provenances de l'Alaska.

³ Automobile visitors only. — Automobilistes seulement.

TABLE 72. Number of Non-resident Automobiles Entering Canada, by State of Origin Groupings and Selected States, 1946 - 1971

TABLEAU 72. Nombre d'automobiles de non-résidents entrant au Canada, selon les groupes d'États et certains États, 1946 - 1971

State and group of origin — État et groupe d'origine	1946	1947	1948	1949	1950	1951	1952	1953	1954
thousands of automobiles — milliers d'automobiles									
North Eastern States — États du nord-est:									
Connecticut	29	32	33	33	35	40	42	48	47
Maine	61	68	80	102	122	113	113	115	112
Massachusetts	74	87	86	86	93	104	101	107	105
New Hampshire	18	18	21	22	24	25	26	29	29
New Jersey	31	40	43	46	48	55	55	62	60
New York	335	369	429	443	445	466	473	517	518
Pennsylvania	74	98	102	102	110	121	120	134	122
Rhode Island	12	13	13	13	14	15	15	16	15
Vermont	68	56	80	87	91	88	87	96	89
Total	702	781	887	934	982	1,027	1,032	1,124	1,097
%	47.9	47.5	49.0	47.8	48.1	46.7	45.8	45.4	45.2
Great Lakes — Grands Lacs:									
Illinois	39	51	56	62	63	70	73	80	79
Indiana	18	21	25	27	28	31	32	36	34
Michigan	287	291	339	364	384	428	429	482	478
Ohio	103	144	131	131	128	143	145	159	150
Wisconsin	14	19	21	25	25	28	29	32	31
Total	461	526	572	609	628	700	708	789	772
%	31.5	32.0	31.6	31.1	30.7	31.8	31.4	31.9	31.8
North Western — Nord-ouest:									
Minnesota	24	26	30	35	33	35	38	44	50
Montana	8	8	10	13	14	15	17	18	19
North Dakota	13	11	13	20	19	23	25	25	26
Total	45	45	53	68	66	73	80	87	95
%	3.1	2.7	2.9	3.5	3.2	3.3	3.5	3.5	3.9
West Coast — Côte-ouest:									
California	47	60	52	55	57	60	64	72	69
Oregon	15	19	18	20	21	25	26	27	26
Washington	122	130	126	143	150	163	167	177	175
Total	184	209	196	218	228	248	257	276	270
%	12.5	12.7	10.8	11.1	11.2	11.3	11.4	11.2	11.1
Other remaining states — Autres états:									
Total	73	84	104	127	139	152	177	199	193
%	5.0	5.1	5.7	6.5	6.8	6.9	7.9	8.0	8.0
Grand — Total — Général	1,465	1,645	1,812	1,956	2,043	2,200	2,254	2,475	2,427
	1955	1956	1957	1958	1959	1960	1961	1962	1963
thousands of automobiles — milliers d'automobiles									
North Eastern States — États du nord-est:									
Connecticut	47	50	51	50	46	44	47	52	54
Maine	115	121	123	149	153	76	75	76	79
Massachusetts	108	110	110	109	98	102	105	111	115
New Hampshire	30	32	33	33	28	28	30	30	30
New Jersey	63	63	66	65	61	63	66	71	78
New York	543	549	566	565	482	691	739	759	790
Pennsylvania	122	118	128	124	123	113	113	130	137
Rhode Island	16	15	15	14	13	14	14	15	15
Vermont	89	92	90	87	68	52	51	51	53
Total	1,133	1,150	1,182	1,196	1,072	1,183	1,240	1,295	1,351
%	45.4	46.6	47.1	47.3	48.2	43.9	43.3	42.4	41.8
Great Lakes — Grands Lacs:									
Illinois	78	72	69	67	65	62	67	76	80
Indiana	34	32	31	30	29	29	30	35	38
Michigan	494	469	461	458	356	737	785	811	889
Ohio	153	146	152	145	144	148	152	174	192
Wisconsin	33	31	31	32	30	30	37	42	44
Total	792	750	744	732	624	1,006	1,071	1,138	1,243
%	31.7	30.4	29.7	29.0	28.0	37.4	37.4	37.2	38.4

See Note at end of table. — Voir Nota à la fin du tableau.

TABLE 72. Number of Non-resident Automobiles Entering Canada, by State of Origin Groupings and Selected States 1946 - 1971 - Concluded

TABLEAU 72. Nombre d'automobiles de non-résidents entrant au Canada, selon les groupes d'états et certains états, 1946 - 1971 - fin

State and group of origin — État et groupe d'origine	1955	1956	1957	1958	1959	1960	1961	1962	1963
thousands of automobiles — milliers d'automobiles									
North Western — Nord-ouest:									
Minnesota	53	52	55	58	56	55	65	68	73
Montana	19	21	21	22	19	18	18	19	21
North Dakota	25	25	28	32	28	24	26	25	29
Total	97	98	104	112	103	97	109	112	123
%	3.9	4.0	4.1	4.4	4.6	3.6	3.8	3.7	3.8
West Coast — Côte ouest:									
California	67	68	71	69	66	65	69	111	79
Oregon	28	28	28	27	22	25	29	28	32
Washington	180	182	183	192	152	145	164	160	190
Total	275	278	282	288	240	235	262	299	301
%	11.0	11.2	11.2	11.4	10.8	8.7	9.1	9.8	9.3
Other Remaining States — Autres états:									
Total	201	194	198	200	188	172	182	212	216
%	8.0	7.8	7.9	7.9	8.4	6.4	6.4	6.9	6.7
Grand — Total — Général	2,498	2,470	2,510	2,528	2,227	2,693	2,864	3,056	3,234
	1964	1965	1966	1967	1968	1969	1970	1971	
thousands of automobiles — milliers d'automobiles									
North Eastern States — États du nord-est:									
Connecticut	58	62	68	117	90	85	95	87	
Maine	83	87	93	103	108	93	131	114	
Massachusetts	117	125	132	235	226	211	272	242	
New Hampshire	33	35	37	59	48	44	72	60	
New Jersey	78	85	85	178	142	140	138	174	
New York	866	973	1,027	746	683	665	700	898	
Pennsylvania	140	146	160	305	212	242	235	269	
Rhode Island	16	17	17	26	29	27	34	23	
Vermont	56	56	58	44	32	34	59	34	
Total	1,447	1,586	1,677	1,813	1,570	1,541	1,736	1,901	
%	41.0	41.9	41.4	43.2	44.4	41.6	43.1	44.4	
Great Lakes — Grands Lacs:									
Illinois	94	92	95	181	127	103	111	116	
Indiana	43	44	47	80	52	50	69	64	
Michigan	999	1,071	1,169	574	518	578	554	647	
Ohio	201	214	228	289	279	323	334	324	
Wisconsin	47	47	48	103	70	66	82	66	
Total	1,384	1,468	1,587	1,227	1,046	1,120	1,150	1,217	
%	39.2	38.8	39.2	29.2	29.5	30.2	28.5	28.4	
North Western — Nord-Ouest:									
Minnesota	78	79	79	123	112	124	136	111	
Montana	21	23	25	25	28	29	32	39	
North Dakota	30	30	32	48	43	48	49	58	
Total	129	132	136	196	183	201	217	208	
%	3.6	3.5	3.3	4.7	5.2	5.4	5.4	4.9	
West Coast — Côte ouest:									
California	91	94	103	152	121	142	164	190	
Oregon	36	41	45	54	56	65	81	70	
Washington	204	220	243	236	256	284	278	290	
Total	331	355	391	442	433	491	523	550	
%	9.4	9.4	9.7	10.5	12.2	13.2	13.0	12.8	
Other remaining states — Autres états:									
Total	238	244	260	521	308	355	403	408	
%	6.8	6.4	6.4	12.4	8.7	9.6	10.0	9.5	
Grand — Total — Général	3,529	3,785	4,051	4,199	3,540	3,708	4,029	4,284	

Note: Prior to 1967 data were collected from Customs documentation (Traveller's Vehicle Permit) and included some automobiles entering and leaving the same day while the years 1967 to 1971 data were derived from questionnaire surveys and include only automobiles staying one or more nights. This may explain the decreases in the number of automobiles originating from states closest to the Canadian border. — **Nota:** Avant 1967, les données provenaient des Douanes (permis du véhicule du voyageur) et incluaient certaines automobiles arrivant et repartant le même jour, mais les données de 1967 à 1971 proviennent des enquêtes et incluent seulement les automobiles séjournant une nuit ou plus. Ceci peut expliquer les diminutions du nombre d'automobiles provenant des États les plus proches de la frontière canadienne.

TABLE 73. Total Non-resident Vehicles¹ Entering Canada, by Province of Entry, 1946 - 1971

TABLERAU 73. Total des véhicules¹ des non-résidents entrant au Canada, selon la province d'entrée, 1946 - 1971

Year — Année	Nova Scotia — Nouvelle-Écosse	New Brunswick — Nouveau-Brunswick	Québec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia — Colombie-Britannique	Yukon	Canada
thousands of vehicles — milliers de véhicules										
1946	--	835	451	3,528	76	30	29	238	1	5,188
1947	2	898	501	3,972	80	29	41	283	1	5,807
1948	2	949	569	4,547	81	33	47	281	2	6,511
1949	2	1,090	581	4,558	89	35	52	305	2	6,714
1950	2	1,012	651	4,614	80	36	56	317	3	6,771
1951	2	1,040	672	5,013	101	38	54	353	5	7,278
1952	2	1,118	683	5,169	110	45	63	372	9	7,571
1953	3	1,168	762	5,661	111	46	68	406	10	8,235
1954	2	1,175	712	5,612	113	45	70	399	10	8,138
1955	1	1,335	888	5,308	119	51	86	412	8	8,208
1956	12	1,549	960	5,401	117	54	80	413	10	8,596
1957	12	1,715	1,020	5,426	125	54	74	405	11	8,842
1958	12	1,654	983	5,378	131	53	69	424	10	8,714
1959	11	1,342	900	5,266	125	49	68	409	12	8,182
1960 ²	12	366	623	4,780	94	43	57	394	14	6,383
1961	11	382	657	5,049	98	45	57	448	15	6,762
1962	11	412	664	5,286	101	51	61	549	18	7,153
1963	11	440	666	5,664	112	59	66	506	22	7,546
1964	12	475	698	6,055	116	61	63	563	24	8,067
1965	14	508	715	6,313	121	61	74	628	28	8,462
1966	13	538	736	6,726	124	62	82	702	32	9,015
1967 ²	10	1,465	1,934	7,655	245	84	104	845	29	12,371
1968	13	1,694	1,392	7,583	239	89	112	911	33	12,066
1969	14	1,591	1,483	7,652	264	89	123	1,000	31	12,247
1970	23	1,640	1,609	7,755	293	93	136	1,105	32	12,686
1971	23	1,638	1,607	7,848	307	97	147	1,166	31	12,864

¹ Excludes commercial trucks. — Sauf les camions commerciaux.

² Changes in the methods of collecting statistics, see footnotes Table 67. — Modifications des méthodes de collecte, voir renvois Tableau 67.

TABLE 74. Non-resident Vehicles¹ Entering and Leaving Canada on the Same Day, by Province of Entry, 1946 - 1971

TABLERAU 74. Véhicules¹ des non-résidents qui arrivent au Canada et repartent le même jour, selon la province d'entrée, 1946 - 1971

Year — Année	Nova Scotia — Nouvelle-Écosse	New Brunswick — Nouveau-Brunswick	Québec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia — Colombie-Britannique	Yukon	Canada
thousands of vehicles — milliers de véhicules										
1946	—	752	173	2,625	53	20	13	60	—	3,696
1947	—	807	200	2,967	55	19	18	77	--	4,143
1948	—	846	234	3,421	57	21	19	89	--	4,687
1949	—	961	219	3,358	58	21	17	90	--	4,724
1950	—	866	276	3,378	54	21	20	95	1	4,711
1951	—	891	288	3,670	65	21	17	105	1	5,058
1952	—	967	289	3,807	72	26	20	110	2	5,293
1953	—	1,010	349	4,127	71	25	23	122	2	5,729
1954	—	1,014	315	4,120	67	24	25	120	2	5,687
1955	—	1,169	482	3,758	73	32	40	129	--	5,683
1956	—	1,386	542	3,916	71	33	32	130	1	6,111
1957	—	1,548	594	3,892	76	31	25	120	1	6,287
1958	—	1,450	576	3,878	79	30	23	131	--	6,167
1959	—	1,109	505	3,670	71	26	19	131	1	5,532
1960 ²	—	224	295	2,810	50	20	15	144	--	3,558
1961	—	234	321	2,928	52	21	13	167	--	3,736
1962	—	260	324	3,050	52	25	15	195	1	3,922
1963	—	280	329	3,224	56	29	15	190	2	4,125
1964	—	302	337	3,372	56	30	15	214	2	4,328
1965	—	319	345	3,504	57	29	17	241	3	4,515
1966	—	338	363	3,682	55	29	19	269	3	4,758
1967 ²	—	1,272	890	5,336	137	50	38	447	2	8,172
1968	—	1,425	787	5,604	140	54	43	468	5	8,526
1969	—	1,354	838	5,599	153	52	46	491	6	8,539
1970	—	1,357	882	5,593	159	54	50	557	5	8,657
1971	—	1,337	867	5,490	176	54	55	597	5	8,581

¹ Excludes commercial trucks. — Sauf les camions commerciaux.

² Changes in the methods of collecting statistics, see footnotes Table 67. — Modifications des méthodes de collecte, voir renvois Tableau 67.

TABLE 75. Non-resident Vehicles¹ Entering Canada and Staying One or More Nights,
by Province of Entry, 1946-1971

TABLEAU 75. Véhicules¹ de non-résidents entrant au Canada et séjournant une nuit ou plus,
selon la province d'entrée, 1946-1971

Year — Année	Nova Scotia — Nouvelle- Écosse	New Brunswick — Nouveau- Brunswick	Québec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia — Colombie- Britannique	Yukon	Canada
thousands of vehicles — milliers de véhicules										
1946	--	83	278	903	23	10	16	178	1	1,492
1947	2	91	301	1,005	25	10	23	206	1	1,664
1948	2	103	335	1,126	24	12	28	192	2	1,824
1949	2	129	362	1,200	31	14	35	215	2	1,990
1950	2	146	375	1,236	26	15	36	222	2	2,060
1951	2	149	384	1,343	36	17	37	248	4	2,220
1952	2	151	394	1,362	38	19	43	262	7	2,278
1953	3	158	413	1,534	40	21	45	284	8	2,506
1954	2	161	397	1,492	46	21	45	279	8	2,451
1955	1	166	406	1,550	46	19	46	283	8	2,525
1956	12	163	418	1,485	46	21	48	283	9	2,485
1957	12	167	426	1,534	49	23	49	285	10	2,555
1958	12	204	407	1,500	52	23	46	293	10	2,547
1959	11	233	395	1,596	54	23	49	278	11	2,650
1960 ²	12	142	328	1,970	44	23	42	250	14	2,825
1961	11	148	336	2,121	46	24	44	281	15	3,026
1962	11	152	340	2,236	49	26	46	354	17	3,231
1963	11	160	337	2,440	56	30	51	316	20	3,421
1964	12	173	361	2,683	60	31	48	349	22	3,739
1965	14	189	370	2,809	64	32	57	387	25	3,947
1966	13	200	374	3,044	69	33	62	433	29	4,257
1967 ²	10	193	1,044	2,320	108	34	66	397	27	4,199
1968	13	269	605	1,979	99	35	69	443	28	3,540
1969	14	237	645	2,053	111	37	77	509	25	3,708
1970	23	283	727	2,162	134	39	86	548	27	4,029
1971	23	301	740	2,358	132	43	92	569	26	4,284

¹ Excludes commercial trucks. — Sauf les camions commerciaux.

² Changes in the methods of collecting statistics, see footnotes Table 67. — Modifications des méthodes de collecte, voir renvois Tableau 67.

TABLE 76. Number of Overseas Visitors Entering Canada,¹ by Selected Countries of Residence, 1967-1971

TABLEAU 76. Nombre de visiteurs d'outre-mer entrant au Canada¹, selon certains pays de résidence, 1967-1971

Country of Residence Pays de résidence	1967	1968	1969	1970	1971
Europe:					
Austria — Autriche	5,826	2,805	3,556	3,915	4,178
Belgium — Belgique	10,401	4,688	6,031	6,972	7,599
Czechoslovakia — Tchécoslovaquie	1,336	2,145	2,384	1,410	964
Denmark — Danemark	5,607	4,454	5,929	6,268	6,684
France	71,909	23,499	32,529	36,915	37,195
Germany, Federal Republic of — Allemagne (République fédérale)	42,254	27,647	35,313	41,261	45,812
Greece — Grèce	4,677	5,565	7,575	8,953	8,550
Ireland (Eire) — Irlande (Eire)	4,834	2,927	3,672	4,285	4,071
Italy — Italie	17,388	12,101	15,577	18,577	18,663
Netherlands, The — Pays-Bas	19,459	18,171	23,304	27,996	29,085
Norway — Norvège	5,269	4,581	4,891	5,378	5,961
Poland — Pologne	3,559	6,070	7,902	7,661	9,208
Spain — Espagne	3,969	2,388	3,895	4,512	4,739
Sweden — Suède	6,473	4,351	5,785	6,795	6,308
Switzerland — Suisse	19,212	5,883	7,574	8,932	9,348
United Kingdom — Royaume-Uni	180,000	115,234	143,562	157,736	150,251
U.S.S.R. — U.R.S.S.	3,339	3,293	1,762	1,429	1,439
Other Europe — Autres pays d'Europe	7,994	8,535	14,510	19,174	19,064
Total	413,506	254,337	325,751	368,169	369,119
Africa — Afrique:					
South Africa — Afrique du Sud .....	..	2,631	3,517	3,964	3,769
Other Africa — Autres pays d'Afrique .....	..	4,244	5,473	6,331	7,121
Total	10,661	6,875	8,990	10,295	10,890
Asia — Asie:					
India — Inde	7,676	4,645	6,014	9,428	8,529
Israel — Israël	8,402	5,680	6,007	6,253	7,091
Japan — Japon	18,979	12,515	18,525	22,011	25,855
Other Asia — Autres pays d'Asie	23,298	14,477	17,206	21,329	25,890
Total	58,355	37,317	47,752	59,021	67,365

See footnote(s) at end of table. — Voir renvoi(s) à la fin du tableau.

TABLE 76. Number of Overseas Visitors Entering Canada,¹ by Selected Countries of Residence, 1967-1971 - Concluded

TABLEAU 76. Nombre de visiteurs d'outre-mer entrant au Canada¹, selon certains pays de résidence, 1967-1971 - fin

Country of residence Pays de résidence	1967	1968	1969	1970	1971
North America and Caribbean - Amérique du Nord et Antilles:					
Bermuda - Bermudes	3,919	2,697	3,586	4,465	4,370
Mexico - Mexique	19,102	7,261	10,019	10,682	9,980
Other - Autres	30,876	20,383	27,284	34,113	34,707
Total	53,897	30,341	40,889	49,260	49,057
South America - Amérique du Sud:					
Total	32,477	15,859	19,242	24,496	23,724
Other countries - Autres pays:					
Australia - Australie	14,142	12,852	14,697	17,001	16,579
New Zealand - Nouvelle-Zélande	5,131	4,103	5,095	6,193	5,380
Other - Autres	2,146	738	767	1,097	1,067
Total	21,419	17,693	20,559	24,291	23,026
Grand - Total - Général	590,315	362,422	463,183	535,532	543,181

¹ Includes entries direct and via the United States, documented at port of entry; excludes most persons in transit and persons in Canada for less than 24 hours. - Y compris les entrées directes et via les États-Unis, selon le port d'entrée; non compris les personnes en transit au Canada et celles y séjournant moins de 24 heures.

TABLE 77. Selected Travel Characteristics of Overseas Visitors to Canada, 1967-1971

TABLEAU 77. Certaines caractéristiques des visiteurs d'outre-mer au Canada, 1967-1971

Travel characteristics Caractéristiques des voyages	Thousands of visits - Milliers de visites					Percentage of total - Pourcentage du total				
	1967	1968	1969	1970	1971	1967	1968	1969	1970	1971
Main countries of residence - Principaux pays de résidence:										
United Kingdom - Royaume-Uni	180	115	144	158	150	30.5	31.8	31.1	29.5	27.6
Germany, Federal Republic of - Allemagne (Rép. Féd.)	42	28	35	41	46	7.1	7.7	7.6	7.6	8.5
France	72	23	33	37	37	12.2	6.4	7.1	6.9	6.8
Netherlands, The - Pays-Bas	19	18	23	28	29	3.2	5.0	5.0	5.2	5.3
Japan - Japon	19	13	19	22	26	3.2	3.6	4.1	4.1	4.8
Italy - Italie	17	12	16	19	19	2.9	3.3	3.5	3.5	3.5
Australia - Australie	14	13	15	17	17	2.4	3.6	3.2	3.2	3.1
Jamaica - Jamaïque	9	7	9	11	12	1.5	1.9	1.9	2.1	2.2
Mexico - Mexique	19	7	10	11	10	3.2	1.9	2.2	2.1	1.9
Other - Autres	199	126	159	192	197	33.8	34.8	34.3	35.8	36.3
Total	590	362	463	536	543	100.0	100.0	100.0	100.0	100.0
Province of main destination - Principale province de destination:										
Atlantic Provinces - Provinces de l'Atlantique	2	9	11	13	16	0.4	2.5	2.4	2.4	2.9
Québec	332	119	134	152	155	56.2	32.9	28.9	28.4	28.5
Ontario	146	157	194	228	249	24.8	43.4	41.9	42.5	45.9
Manitoba	5	6	7	9	9	0.8	1.7	1.5	1.7	1.7
Saskatchewan	2	2	3	4	4	0.4	0.5	0.6	0.8	0.7
Alberta	14	14	18	20	24	2.4	3.9	3.9	3.7	4.4
British Columbia, Yukon and Northwest Territories - Colombie-Britannique, Yukon et Territoires du Nord-Ouest	44	44	61	65	79	7.4	12.1	13.2	12.1	14.6
Touring ¹ - Destination multiple ¹	45	11	35	45	7	7.6	3.0	7.6	8.4	1.3
Total	590	362	463	536	543	100.0	100.0	100.0	100.0	100.0
Purpose of trip - But du voyage:										
Pleasure or recreation - Loisirs	313	136	170	195	209	53.0	37.6	36.7	36.4	38.5
Visiting friends or relatives - Visites à des amis ou à des parents	200	158	200	235	230	33.9	43.6	43.2	43.8	42.4
Business - Affaires	66	55	72	83	80	11.2	15.2	15.6	15.5	14.7
In transit - En transit	10	12	20	22	23	1.7	3.3	4.3	4.1	4.2
Other - Autres	1	1	1	1	1	0.2	0.3	0.2	0.2	0.2
Total	590	362	463	536	543	100.0	100.0	100.0	100.0	100.0
Season - Saison:										
First quarter - Premier trimestre	42	31	40	53	50	7.1	8.6	8.6	9.9	9.2
Second quarter - Deuxième trimestre	169	97	126	152	148	28.7	26.8	27.2	28.4	27.3
Third quarter - Troisième trimestre	301	171	219	243	250	51.0	47.2	47.3	45.3	46.0
Fourth quarter - Quatrième trimestre	78	63	78	88	95	13.2	17.4	16.9	16.4	17.5
Year - Année	590	362	463	536	543	100.0	100.0	100.0	100.0	100.0

¹ Defined as two or more provinces of destination from 1967 to 1970 but three or more provinces of destination in 1971. - Deux provinces ou plus de destination de 1967 à 1970 mais trois provinces ou plus de destination en 1971.

TABLE 78. Number of Canadian Travellers Returning to Canada from the United States and Other Countries, 1946-1971

TABLEAU 78. Nombre de voyageurs canadiens revenant au pays, en provenance des États-Unis et des autres pays, 1946-1971

Year — Année	United States — États-Unis							Other countries — Autres pays			Grand total — Total général
	Auto-mobile	Plane — Avion	Bus — Autobus	Train	Boat — Bateau	Other methods — Autres moyens	Total	Direct — Directement	Via the U.S. — Via les E.-U.	Total	
	thousands — milliers										
1946	4,967	63	442	605	101	7,355	13,533	..	..	..	14,439
1947	5,668	65	503	586	101	7,479	14,402	29	8	37	14,439
1948	5,280	71	443	477	98	7,197	13,566	36	8	44	13,610
1949	6,621	91	563	532	108	7,170	15,085	41	8	49	15,134
1950	7,722	111	577	499	67	7,025	16,001	44	12	56	16,057
1951	9,979	139	590	526	69	7,284	18,587	44	11	55	18,642
1952	12,414	165	588	555	96	7,694	21,512	55	10	65	21,577
1953	13,584	201	538	513	127	8,349	23,312	62	19	81	23,393
1954	13,728	212	500	492	113	8,298	23,343	74	22	96	23,439
1955	18,114	254	465	481	110	5,329	24,753	88	29	117	24,870
1956	20,163	300	436	486	102	5,590	27,077	106	33	139	27,216
1957	21,058	333	454	445	95	4,824	27,209	120	39	159	27,368
1958	22,185	361	435	405	117	3,919	27,422	132	42	174	27,596
1959	22,205	423	437	380	124	4,421	27,990	157	46	203	28,193
1960	23,358	452	445	332	124	4,335	29,046	189	52	241	29,287
1961	23,339	458	431	266	110	4,684	29,288	223	54	277	29,565
1962	22,354	485	431	251	115	4,309	27,945	253	58	311	28,256
1963	23,046	491	400	240	115	5,098	29,390	282	60	342	29,732
1964	24,652	544	449	256	116	6,147	32,164	323	69	392	32,556
1965	26,581	637	489	216	110	5,400	33,433	386	70	456	33,889
1966	28,258	705	552	176	138	4,851	34,680	423	80	503	35,183
1967	28,085	792	577	147	127	2,772	32,500	437	85	522	33,022
1968	29,454	928	609	136	134	2,687	33,948	538	100	638	34,586
1969	30,283	1,201	690	115	132	3,021	35,442	732	120	852	36,294
1970	30,695	1,195	678	86	125	2,877	35,656	957	142	1,099	36,755
1971	29,324	1,262	729	27	135	2,782	34,259	1,039	158	1,197	35,456

TABLE 79. Number and Expenditures of Canadian Resident Travellers Returning from Abroad, 1946-1971

TABLEAU 79. Nombre et dépenses des résidents canadiens revenant de voyages dans d'autres pays, 1946-1971

Year — Année	Number of visits — Nombre de visites				Payments ¹ — Dépenses ¹				Average spending per person-visit — Dépenses moyennes par visite-personne			
	United States — États-Unis		Other countries — Autres pays	Total	United States — États-Unis		Other countries — Autres pays	Total	United States — États-Unis		Other countries — Autres pays	Total
	Same day — Même jour	One or more nights — Une nuit ou plus			Same day — Même jour	One or more nights — Une nuit ou plus			Same day — Même jour	One or more nights — Une nuit ou plus		
		'000				\$'000,000				\$		
1946	11,819	1,714	..	..	23	107	6	136	1.90	62.40	..	..
1947	12,522	1,860	37	14,439	27	125	15	167	2.20	66.50	405.40	11.60
1948	11,879	1,687	44	13,610	24	89	22	135	2.00	52.80	500.00	9.90
1949	12,782	2,303	49	15,134	27	138	28	193	2.10	59.90	571.40	12.80
1950	13,545	2,456	56	16,057	29	164	33	226	2.10	66.80	589.30	14.10
1951	15,639	2,948	55	18,642	31	215	34	280	2.00	72.90	618.20	15.00
1952	18,018	3,494	65	21,577	33	261	47	341	1.80	74.70	723.10	15.80
1953	19,625	3,687	81	23,393	38	269	58	365	1.90	73.00	716.00	15.60
1954	19,664	3,679	96	23,439	37	283	69	389	1.90	76.90	718.80	16.60
1955	19,767	4,986	117	24,870	38	325	86	449	1.90	65.20	735.00	18.10
1956	21,930	5,147	139	27,216	45	346	107	498	2.10	67.20	769.80	18.30
1957	21,759	5,450	159	27,368	46	357	122	525	2.10	65.50	767.30	19.20
1958	21,969	5,453	174	27,596	46	367	129	542	2.10	67.30	741.40	19.60
1959	22,295	5,695	203	28,193	54	394	150	598	2.40	69.20	738.90	21.20
1960	23,321	5,725	241	29,287	57	400	165	622	2.40	69.90	684.60	21.20
1961	23,818	5,470	277	29,565	56	399	183	638	2.40	72.90	660.60	21.60
1962	23,007	4,938	311	28,256	49	365	186	600	2.10	73.90	598.10	21.20
1963	24,413	4,977	342	29,732	54	330	197	581	2.20	66.30	576.00	19.50
1964	27,016	5,148	392	32,556	58	418	231	707	2.10	81.20	589.30	21.70
1965	27,191	6,242	456	33,889	56	481	248	785	2.10	77.10	543.90	23.20
1966	27,423	7,257	503	35,183	57	559	272	888	2.10	77.00	540.80	25.20
1967	24,709	7,791	522	33,022	57	557	268	882	2.30	71.50	513.40	26.70
1968	25,468	8,480	638	34,586	66	633	298	997	2.60	74.60	467.10	28.80
1969	26,116	9,326	852	36,294	86	795	399	1,280	3.30	85.20	468.30	35.30
1970	25,921	9,735	1,099	36,755	88	834	524	1,446	3.40	85.70	476.80	39.30
1971	24,331	9,928	1,197	35,456	87	839	550	1,476	3.60	84.50	459.50	41.60

¹ Excludes Hawaii but includes international passenger fares. — Non compris Hawaï mais y compris le prix du transport des voyageurs internationaux.

TABLE 80. Estimated Travel Expenditures by Canadian Travellers in the United States, by Type of transportation, 1946 - 1971

TABLEAU 80. Estimations des dépenses des voyageurs canadiens aux États-Unis, selon le moyen de transport, 1946 - 1971

Year — Année	Automobile	Plane — Avion	Bus — Autobus	Train	Boat — Bateau	Other methods ¹ — Autres moyens ¹	Total
	\$'000,000						
1946	22	9	28	50	3	18	130
1947	33	9	34	52	4	20	152
1948	25	7	26	36	3	16	113
1949	53	10	33	46	5	18	165
1950	67	14	42	47	4	19	193
1951	94	22	49	58	4	19	246
1952	119	26	52	75	4	18	294
1953	133	40	46	61	5	22	307
1954	147	40	44	65	6	18	320
1955	178	53	46	66	5	15	363
1956	197	67	42	64	5	16	391
1957	212	70	40	61	5	15	403
1958	216	78	42	57	6	14	413
1959	235	87	46	54	5	21	448
1960	232	103	50	46	6	20	457
1961	238	109	46	39	4	19	455
1962	203	115	42	37	4	13	414
1963	195	99	41	30	3	16	384
1964	254	115	50	33	4	20	476
1965	305	131	54	29	2	16	537
1966	360	151	60	29	3	13	616
1967	363	154	54	23	3	17	614
1968	429	173	53	19	4	21	699
1969	496	261	66	16	5	37	881
1970	559	244	66	11	2	40	922
1971	551	269	67	3	3	33	926

¹ Includes passenger fares paid to U.S. carriers by Canadians travelling overseas, but excludes Hawaii. — Y compris les montants de transport international versés à des transporteurs américains par des Canadiens voyageant vers les pays d'outre-mer mais non compris Hawaï.

TABLE 81. Number of Canadian Travellers in the United States, by Length of Stay and Type of Transportation, 1946 - 1971

TABLEAU 81. Nombre de voyageurs canadiens aux États-Unis, selon la durée de séjour et le moyen de transport, 1946 - 1971

Type of transportation Moyen de transport	1946	1947	1948	1949	1950	1951	1952	1953
	thousands of visits — milliers de visites							
Short-term traffic — Courte visite:								
Automobile	4,452	5,033	4,673	5,602	6,512	8,347	10,316	11,268
Plane — Avion .....	..	..	..	..	..	..	..	..
Bus — Autobus .....	..	..	..	..	..	..	..	..
Rail — Chemin de fer	12	10	9	10	8	8	7	8
Boat — Bateau .....	..	..	..	..	..	..	..	..
Other methods — Autres moyens	7,355	7,479	7,197	7,170	7,025	7,284	7,695	8,349
Total	11,819	12,522	11,879	12,782	13,545	15,639	18,018	19,625
Long-term traffic — Visite prolongée:								
Automobile	515	635	607	1,019	1,209	1,632	2,097	2,317
Plane — Avion	63	65	71	91	112	139	166	200
Bus — Autobus	442	503	443	563	577	590	588	538
Rail — Chemin de fer	593	576	468	522	491	518	547	505
Boat — Bateau	101	101	98	108	67	69	96	127
Total	1,714	1,880	1,687	2,303	2,456	2,948	3,494	3,687
Grand — Total — Général	13,533	14,402	13,566	15,085	16,001	18,587	21,512	23,312

See **Note** at end of table. — Voir **Nota** à la fin du tableau.

TABLE 81. Number of Canadian Travellers in the United States, by Length of Stay and Type of Transportation, 1946-1971 — Concluded

TABLEAU 81. Nombre de voyageurs canadiens aux États-Unis, selon la durée de séjour et le moyen de transport, 1946-1971 — fin

Type of transportation — Moyen de transport	1954	1955	1956	1957	1958	1959	1960	1961	1962
thousands of visits — milliers de visites									
Short-term traffic — Courte visite:									
Automobile	11,359	14,432	16,334	16,929	18,044	17,869	18,888	19,037	18,588
Plane — Avion .....	..	..	..	..	..	..	23	15	17
Bus — Autobus .....	..	..	..	..	..	..	42	46	54
Rail — Chemin de fer	7	6	6	6	6	5	13	14	22
Boat — Bateau .....	..	..	..	..	..	..	20	22	17
Other methods — Autres moyens	8,298	5,329	5,590	4,824	3,919	4,421	4,335	4,684	4,309
Total	19,664	19,767	21,930	21,759	21,969	22,295	23,321	23,818	23,007
Long-term traffic — Visite prolongée:									
Automobile	2,369	3,682	3,829	4,129	4,140	4,336	4,469	4,302	3,766
Plane — Avion	212	254	300	333	361	423	429	443	468
Bus — Autobus	500	465	436	454	435	437	404	385	377
Rail — Chemin de fer	485	475	480	439	400	375	319	252	229
Boat — Bateau	113	110	102	95	117	124	104	88	98
Total	3,679	4,986	5,147	5,450	5,453	5,695	5,725	5,470	4,938
Grand — Total — Général	23,343	24,753	27,077	27,209	27,422	27,990	29,046	29,288	27,945
thousands of visits — milliers de visites									
Short-term traffic — Courte visite:									
Automobile	19,192	20,764	21,720	22,495	21,816	22,524	22,934	22,891	21,387
Plane — Avion	29	26	25	28	33	40	42	52	48
Bus — Autobus	33	28	20	21	50	179	95	79	69
Rail — Chemin de fer	26	24	8	4	3	--	--	--	--
Boat — Bateau	35	27	18	24	36	38	24	22	45
Other methods — Autres moyens	5,098	6,147	5,400	4,851	2,771	2,687	3,021	2,877	2,782
Total	24,413	27,016	27,191	27,423	24,709	25,468	26,116	25,921	24,331
Long-term traffic — Visite prolongée:									
Automobile	3,855	3,887	4,860	5,763	6,269	6,930	7,349	7,804	7,937
Plane — Avion	461	518	611	677	759	888	1,159	1,143	1,214
Bus — Autobus	368	422	469	531	527	430	595	599	660
Rail — Chemin de fer	214	233	209	172	145	136	115	86	27
Boat — Bateau	79	88	93	114	91	96	108	103	90
Total	4,977	5,148	6,242	7,257	7,791	8,480	9,326	9,735	9,928
Grand — Total — Général	29,390	32,164	33,433	34,680	32,500	33,948	35,442	35,656	34,259

Note: Data on plane, bus and boat traffic leaving and returning on the same day are not available for the years 1946 to 1960. This traffic was included in the long-term categories. — Nota: Les données sur les avions, les autobus et les bateaux qui arrivent et repartent le même jour ne sont pas disponibles pour les années 1946 à 1960. Elles étaient incluses dans "visite prolongée".

TABLE 82. Selected Travel Characteristics of Canadian Residents¹ Returning from the United States, 1967-1971
TABLEAU 82. Certaines caractéristiques des résidents¹ Canadiens revenant de voyages aux États-Unis, 1967-1971

Travel characteristics — Caractéristiques des voyages	Thousands of visits — Milliers de visites					Percentage of total — Pourcentage du total				
	1967	1968	1969	1970	1971	1967	1968	1969	1970	1971
Province of residence — Province de résidence:										
Atlantic Provinces — Provinces de l'Atlantique	470	480	495	582	616	5.9	5.5	5.2	5.9	6.1
Québec	2,354	2,969	3,346	3,463	3,526	29.8	34.0	35.3	35.0	35.0
Ontario	3,124	3,297	3,503	3,490	3,747	39.5	37.7	36.9	35.3	37.1
Manitoba	400	414	426	503	436	5.1	4.7	4.5	5.1	4.3
Saskatchewan	192	193	212	195	199	2.4	2.2	2.2	2.0	2.0
Alberta	406	424	500	444	467	5.1	4.9	5.3	4.5	4.6
British Columbia, Yukon and Northwest Territories — Colombie-Britannique Yukon et Territoires du Nord-Ouest	967	960	1,005	1,211	1,099	12.2	11.0	10.6	12.2	10.9
Canada	7,913	8,737	9,487	9,888	10,090	100.0	100.0	100.0	100.0	100.0
Province of re-entry — Province de rentrée:										
Atlantic Provinces — Provinces de l'Atlantique	491	527	515	590	643	6.2	6.0	5.4	6.0	6.4
Québec	2,433	3,005	3,458	3,622	3,680	30.8	34.4	36.4	36.6	36.5
Ontario	3,132	3,238	3,402	3,420	3,617	39.6	37.1	35.9	34.6	35.8
Manitoba	439	419	442	482	451	5.6	4.8	4.7	4.9	4.5
Saskatchewan	137	133	144	139	138	1.7	1.5	1.5	1.4	1.4
Alberta	146	162	188	190	207	1.8	1.9	2.0	1.9	2.1
British Columbia, Yukon and Northwest Territories — Colombie-Britannique, Yukon et Territoires du Nord-Ouest	1,135	1,253	1,338	1,445	1,354	14.3	14.3	14.1	14.6	13.4
Canada	7,913	8,737	9,487	9,888	10,090	100.0	100.0	100.0	100.0	100.0
Region of destination — Région de destination:										
New England — Nouvelle-Angleterre	2,139	2,553	2,834	2,594	2,623	27.0	29.2	29.9	26.2	26.0
Middle Atlantic — Atlantique moyen	1,609	1,899	1,958	2,531	2,571	20.3	21.7	20.6	25.6	25.5
South Atlantic — Atlantique sud	843	817	1,150	1,052	1,136	10.7	9.4	12.1	10.6	11.3
East North Central — Centre, nord-est	886	942	976	1,023	1,143	11.2	10.8	10.3	10.4	11.3
West North Central — Centre, nord-ouest	898	739	635	623	636	11.3	8.5	6.7	6.3	6.3
East South Central — Centre, sud-est	46	65	58	58	56	0.6	0.7	0.6	0.6	0.6
West South Central — Centre, sud-ouest	47	54	79	69	94	0.6	0.6	0.8	0.7	0.9
Mountain — Montagnes	334	427	513	468	434	4.2	4.9	5.4	4.7	4.3
Pacific — Pacifique	1,105	1,216	1,265	1,376	1,302	14.0	13.9	13.4	13.9	12.9
Other — Autres	6	25	19	94	95	0.1	0.3	0.2	1.0	0.9
Total	7,913	8,737	9,487	9,888	10,090	100.0	100.0	100.0	100.0	100.0
Purpose of trip — But du voyage:										
Business — Affaires	623	641	820	904	938	7.9	7.3	8.7	9.2	9.3
Holiday and recreation — Vacances et loisirs	4,217	4,740	5,568	5,529	5,874	53.3	54.3	58.7	55.9	58.2
Visiting friends or relatives — Visites à des amis ou à des parents	2,101	2,341	2,422	2,664	2,471	26.6	26.8	25.5	26.9	24.5
In transit — En transit	367	234	164	251	277	4.6	2.7	1.7	2.5	2.7
Other — Autres	605	781	513	540	530	7.6	8.9	5.4	5.5	5.3
Total	7,913	8,737	9,487	9,888	10,090	100.0	100.0	100.0	100.0	100.0
Length of stay — Durée du séjour:										
1 day — jour	21,937	22,782	23,094	23,043	21,549	73.8	72.9	71.2	70.3	68.5
2 days — jours	1,683	1,916	1,867	1,948	1,833	5.7	6.1	5.8	6.0	5.8
3- 7 days — jours	4,086	4,341	4,733	4,795	5,121	13.7	13.9	14.6	14.6	16.3
8-14 " " "	1,147	1,322	1,563	1,616	1,619	3.8	4.2	4.8	4.9	5.1
15-21 " " "	465	503	688	848	823	1.6	1.6	2.1	2.6	2.6
22 days and over — jours et plus	410	397	476	529	532	1.4	1.3	1.5	1.6	1.7
Total	29,728	31,261	32,421	32,779	31,477	100.0	100.0	100.0	100.0	100.0
Season — Saison:										
First quarter — Premier trimestre	1,235	1,198	1,318	1,563	1,396	15.6	13.7	13.9	15.8	13.8
Second quarter — Deuxième trimestre	1,802	1,932	2,223	2,152	2,346	22.8	22.1	23.4	21.8	23.3
Third quarter — Troisième trimestre	3,463	4,070	4,327	4,503	4,631	43.8	46.6	45.6	45.5	45.9
Fourth quarter — Quatrième trimestre	1,413	1,537	1,619	1,670	1,717	17.8	17.6	17.1	16.9	17.0
Year — Année	7,913	8,737	9,487	9,888	10,090	100.0	100.0	100.0	100.0	100.0

¹ Excludes Canadians leaving and returning by automobile on the same day and "other methods" except for the length of stay analysis. — Non compris les Canadiens qui arrivent et repartent le même jour en automobile sauf dans le cas de la durée de séjour.

TABLE 83. Total Canadian Vehicles Returning from the United States, by Province of Re-entry, 1946-1971
TABLEAU 83. Total des véhicules canadiens revenant des États-Unis, selon la province de rentrée, 1946-1971

Year — Année	Nfld., P.E.I. and N.S. — T.-N., Î.P.-É. et N.-É.	N.-B.	Qué.	Ont.	Man.	Sask.	Alta. — Alb.	B.C. — C.-B.	Yukon	Canada
					'000					
1946	--	505	236	619	57	42	21	237	--	1,717
1947	--	586	293	674	72	46	28	311	--	2,010
1948	--	579	282	658	62	40	33	287	--	1,941
1949	--	726	316	884	75	48	43	358	--	2,450
1950	--	762	446	989	78	50	49	378	--	2,752
1951	--	931	567	1,398	121	63	45	458	--	3,583
1952	--	1,103	731	1,632	160	86	60	607	--	4,379
1953	--	1,173	865	1,770	176	93	62	667	1	4,807
1954	--	1,252	845	1,833	187	93	62	653	2	4,927
1955	--	1,465	1,263	2,848	212	97	124	721	1	6,731
1956	3	1,740	1,460	3,238	203	107	130	773	2	7,656
1957	3	1,843	1,573	3,340	210	119	110	853	3	8,054
1958	3	1,817	1,484	3,491	214	115	89	943	2	8,158
1959	3	1,882	1,450	3,510	223	111	85	1,040	2	8,306
1960	3	1,981	1,409	3,629	238	112	100	1,153	1	8,626
1961	3	2,006	1,481	3,584	248	109	98	1,199	1	8,729
1962	3	2,005	1,404	3,490	232	95	89	1,092	3	8,413
1963	3	2,018	1,455	3,799	249	100	93	1,058	3	8,778
1964	3	2,077	1,646	4,117	238	110	81	1,117	2	9,391
1965	3	2,141	1,872	4,327	239	108	83	1,251	3	10,027
1966	3	2,193	2,020	4,709	257	118	94	1,281	2	10,677
1967	3	2,150	1,939	4,648	306	128	98	1,448	3	10,723
1968	3	2,232	2,246	4,915	307	135	109	1,646	4	11,597
1969	3	2,166	2,400	5,162	313	132	117	1,711	4	12,008
1970	4	2,196	2,471	4,979	325	126	121	1,874	3	12,099
1971	3	2,187	2,372	4,945	311	124	128	1,679	4	11,753

TABLE 84. Canadian Vehicles Leaving and Returning to Canada on the Same Day, by Province of Re-entry, 1946-1971
TABLEAU 84. Véhicules canadiens partant et revenant le même jour, selon la province de rentrée, 1946-1971

Year — Année	Nfld., P.E.I. and N.S. — T.-N., Î.P.-É. et N.-É.	N.-B.	Qué.	Ont.	Man.	Sask.	Alta. — Alb.	B.C. — C.-B.	Yukon	Canada
1946	--	499	198	553	46	35	17	202	--	1,550
1947	--	576	242	602	54	36	19	272	--	1,801
1948	--	568	235	591	48	29	21	249	--	1,741
1949	--	708	256	763	54	32	26	279	--	2,118
1950	--	741	369	837	57	33	28	289	--	2,354
1951	--	902	457	1,178	88	42	26	351	--	3,044
1952	--	1,072	589	1,369	116	55	28	465	--	3,694
1953	--	1,128	705	1,488	125	57	28	514	--	4,045
1954	--	1,211	688	1,502	136	63	29	503	1	4,133
1955	--	1,367	953	2,368	144	65	58	535	1	5,491
1956	--	1,616	1,087	2,759	137	75	65	570	1	6,310
1957	--	1,693	1,170	2,864	138	86	52	624	2	6,629
1958	--	1,671	1,116	3,020	141	83	44	708	1	6,784
1959	--	1,717	1,081	3,000	143	78	44	789	1	6,853
1960	1	1,841	1,031	3,093	159	79	53	885	--	7,142
1961	--	1,883	1,098	3,039	169	80	59	933	1	7,262
1962	1	1,873	1,055	3,056	163	72	60	862	2	7,144
1963	--	1,907	1,075	3,338	171	75	63	857	1	7,487
1964	--	1,947	1,212	3,601	163	83	53	906	1	7,966
1965	--	2,014	1,331	3,711	165	80	52	1,010	1	8,364
1966	--	2,061	1,387	3,964	173	86	56	1,010	1	8,738
1967	--	2,000	1,311	3,841	189	88	56	1,132	1	8,618
1968	--	2,072	1,447	3,977	195	95	63	1,286	1	9,136
1969	--	2,005	1,495	4,293	194	90	67	1,322	1	9,467
1970	--	2,009	1,506	4,106	191	84	69	1,453	1	9,419
1971	--	1,988	1,393	4,012	185	80	72	1,287	1	9,018

**TABLE 85. Canadian Vehicles Returning to Canada after a Stay of One or More Nights
in the United States, by Province of Re-entry, 1946 - 1971**

**TABLEAU 85. Véhicules canadiens revenant au pays après un séjour d'une nuit ou plus
aux États-Unis, selon la province de rentrée, 1946 - 1971**

Year — Année	Nfld., P.E.I. and N.S. — T.-N., Î.-P.-É. et N.-É.	N.B.	Qué.	Ont.	Man.	Sask.	Alta. — Alb.	B.C. — C.-B.	Yukon	Canada
1946	—	6	38	66	11	7	4	35	—	167
1947	--	10	52	72	18	10	8	39	—	209
1948	--	11	47	66	15	11	12	38	—	200
1949	--	18	60	121	21	15	17	80	—	332
1950	--	21	77	152	21	17	21	89	—	398
1951	--	29	110	220	33	21	19	107	--	539
1952	--	32	141	263	45	31	32	141	--	685
1953	--	45	161	281	51	36	35	153	--	762
1954	--	42	157	331	51	31	33	149	--	794
1955	--	98	310	480	68	32	66	186	--	1,240
1956	2	125	374	479	66	31	65	204	--	1,346
1957	3	150	404	476	72	32	58	229	1	1,425
1958	3	147	368	471	73	32	45	235	--	1,374
1959	3	165	370	511	79	32	42	251	--	1,453
1960	3	140	378	535	80	33	46	268	1	1,484
1961	2	122	382	546	79	30	39	266	1	1,467
1962	2	133	349	433	69	23	29	230	1	1,269
1963	2	111	381	461	79	25	30	201	1	1,291
1964	2	130	434	517	75	28	28	210	1	1,425
1965	2	127	541	616	75	28	31	242	1	1,663
1966	3	132	634	745	85	31	37	271	1	1,939
1967	3	150	628	807	117	40	42	316	2	2,105
1968	3	159	799	939	112	40	46	361	2	2,461
1969	3	161	905	869	119	42	50	390	2	2,541
1970	4	187	964	872	134	42	53	422	2	2,680
1971	3	199	979	933	126	44	56	392	3	2,735

TABLE 86. Selected Travel Characteristics of Canadian Residents Returning¹ from Overseas Countries, 1967 - 1971
TABLEAU 86. Certaines caractéristiques des résidents Canadiens revenant¹ de voyages outre-mer, 1967 - 1971

Travel characteristics — Caractéristiques des voyages	Thousands of visits — Milliers de visites					Percentage — Pourcentage				
	1967	1968	1969	1970	1971	1967	1968	1969	1970	1971
Province of residence — Province de résidence:										
Atlantic Provinces — Provinces de l'Atlantique	18	25	27	32	43	3.5	3.9	3.2	2.9	3.5
Québec	122	118	156	236	256	23.4	18.6	18.3	21.4	21.4
Ontario	247	346	460	581	598	47.3	54.2	54.0	52.9	50.0
Manitoba, Saskatchewan and — et Alberta	61	71	103	138	164	11.7	11.1	12.1	12.6	13.7
British Columbia, Yukon and Northwest Territories — Colombie-Britannique, Yukon et Territoires du Nord- Ouest	74	78	106	112	136	14.1	12.2	12.4	10.2	11.4
Canada	522	638	852	1,099	1,197	100.0	100.0	100.0	100.0	100.0
Area of destination — Région de destination:										
United Kingdom only — Royaume-Uni seulement	107	155	210	248	240	20.5	24.3	24.7	22.5	20.1
United Kingdom and other OECD in Europe — Royaume- Uni et les autres pays de l'O.C.D.E. (Europe)	93	121	136	134	151	17.8	18.9	15.9	12.2	12.6
Other OECD in Europe only — Autres pays de l'O.C. D.E. (Europe seulement)	100	114	158	230	251	19.1	17.8	18.5	20.9	21.0
Bermuda and Caribbean — Bermudes et Antilles	107	112	140	160	215	20.6	17.6	16.4	14.6	18.0
Hawaii — Hawaï	30	29	29	35	53	5.8	4.6	3.5	3.2	4.4
Mexico — Mexique	43	48	55	84	101	8.2	7.6	6.4	7.6	8.4
All other destinations ² — Toutes autres destination ² ..	42	59	124	208	186	8.0	9.2	14.6	19.0	15.5
Total	522	638	852	1,099	1,197	100.0	100.0	100.0	100.0	100.0
Purpose of trip — But du voyage:										
Business — Affaires	55	66	85	124	127	10.5	10.1	10.0	11.3	10.6
Holiday and recreation — Vacances et loisirs	292	353	481	631	735	55.9	55.4	56.5	57.4	61.4
Visiting friends or relatives — Visites à des amis ou à des parents	166	203	269	326	312	31.8	31.9	31.5	29.7	26.1
Other — Autres	9	16	17	18	23	1.8	2.6	2.0	1.6	1.9
Total	522	638	852	1,099	1,197	100.0	100.0	100.0	100.0	100.0
Season — Saison:										
First quarter — Premier trimestre	122	126	160	229	263	23.4	19.8	18.8	20.8	22.0
Second quarter — Deuxième trimestre	129	140	177	251	252	24.7	21.9	20.8	22.9	21.0
Third quarter — Troisième trimestre	177	259	353	452	479	33.9	40.6	41.4	41.1	40.0
Fourth quarter — Quatrième trimestre	94	113	162	167	203	18.0	17.7	19.0	15.2	17.0
Year — Année	522	638	852	1,099	1,197	100.0	100.0	100.0	100.0	100.0

¹ Canadians returning both direct and via the United States. — Canadiens revenant directement ou via les États-Unis.

² Includes Canadians on cruises and residents visiting more than one area of destination. — Y compris les Canadiens en croisière et les résidents ayant visité plus d'une région.

SECTION VI

METHODS AND DEFINITIONS ON INTERNATIONAL TRAVEL

MÉTHODES ET DÉFINITIONS APPLICABLES AUX VOYAGES INTERNATIONAUX

SECTION VI

Methods and Definitions on International Travel

Méthodes et définitions applicables aux voyages internationaux

A. Method of Compiling Data

Introduction

The system of recording statistics on international travel between Canada and other countries has been carefully developed over many years with periodic revisions to effect improvement in basic data when this became possible. Statistics on international travel cover many types of travellers, including persons travelling for holiday, vacation or health; whether paying for expensive accommodation or visiting friends or relatives; businessmen and officials; delegates to conventions or conferences; and the many re-entries of summer residents and commuters. Persons travelling in transit through Canada to other countries or over the most direct route between two points in the United States, also those travelling in transit through the United States between two points in Canada are included in the aggregate of crossings. In other words, international travel comprises the travel movement between Canada and all other countries. The following explanation describes in detail the procedures involved in collection and compiling data on international travel and shows reproductions of the forms in use during 1971.

Statistics on international travel are developed from two sources which can be identified as follows:

- (a) The numbers of travellers crossing Canada's border are obtained from frontier checks or counts conducted by either the Department of National Revenue (Customs and Excise Division) or the Department of Manpower and Immigration. Customs or Immigration officials record the number of non-immigrants entering and the number of residents returning from abroad at points of entry to Canada. Classifications of traffic already in use by Canadian Customs and Immigration officials are employed, where possible, in recording the volume of travel.
- (b) Continuous questionnaire surveys are used to collect data on expenditures and other information relevant to international travel. These surveys are made possible through the cooperation of the Departments of National Revenue, Manpower and Immigration, as well as the United States Department of Commerce. The questionnaires, which do not identify the respondent, are distributed at points of entry into Canada to foreign visitors and returning Canadian travellers on specific dates set out by prearranged schedules. Since the response is not controlled due to the voluntary nature of the survey and the distribution methods, the results may be subject to a response bias unknown in quantity or direction.

A. Méthode de collecte des données

Introduction

La méthode utilisée pour établir la statistique concernant les voyages internationaux entre le Canada et les autres pays a été soigneusement mise au point pendant de nombreuses années; des révisions périodiques ont été apportées afin d'améliorer les données fondamentales dans la mesure du possible. La statistique des voyages internationaux englobe beaucoup de genres de voyageurs: les personnes en vacances, en congé ou en voyages de repos; les personnes payant le gros prix pour se loger ou celles qui visitent des amis ou des parents; les hommes d'affaires ou les hauts fonctionnaires; les délégués à des congrès ou conférences et de nombreux résidents d'été rentrant au pays ou les migrants quotidiens. Les voyageurs en transit au Canada, qui vont dans d'autres pays ou sont en route directe entre deux points des États-Unis, de même que ceux qui sont en transit aux États-Unis, mais qui voyagent entre deux points situés au Canada, font partie de l'ensemble des voyageurs de passage. En d'autres mots, les voyages internationaux comprennent le mouvement des voyageurs entre le Canada et tous les autres pays. Les pages suivantes indiquent en détail la méthode de collecte et de dépouillement des données concernant les voyages internationaux, de même que les formules utilisées en 1971.

La statistique des voyages internationaux émane de deux sources:

- (a) Le nombre de voyageurs traversant la frontière canadienne provient d'une vérification ou d'un dénombrement effectués à la frontière par le ministère du Revenu national (Division de la douane et de l'accise) ou par le ministère de la Main-d'œuvre et de l'Immigration. Les douaniers ou les agents d'immigration inscrivent le nombre de non-immigrants arrivant au pays et le nombre de résidents revenant au pays (au lieu de rentrée). Dans la mesure du possible, on utilise les classifications des agents des douanes canadiennes et de l'immigration pour l'inscription du volume de voyageurs.
- (b) D'une manière permanente, on utilise des questionnaires d'enquêtes pour la collecte de renseignements sur les dépenses et d'autres renseignements concernant les voyages internationaux. Ces enquêtes sont rendues possibles grâce aux ministères du Revenu national, de la Main-d'œuvre et de l'Immigration, de même que le département du Commerce des États-Unis. Le questionnaire n'identifie pas le répondant. Il est remis aux visiteurs étrangers et aux Canadiens qui rentrent au pays à leur point d'entrée au Canada, à une date prévue. Les réponses ne sont pas vérifiées, car les réponses à l'enquête et la méthode de distribution du questionnaire sont laissées à la liberté de chacun, de sorte que les résultats peuvent subir une déviation dont on ignore l'importance ou la tendance.

The known characteristics of the universe and the estimating procedures used to adjust the sample data, as well as the relationships carried out with existing independent surveys, remove some types of bias.

When estimating receipts and payments on travel account, consideration must be given to the fact that there are many kinds of visits involved. For example, there are the casual trips of visitors or returning residents who may remain for a few hours or less; the family vacations which could involve a stay of two or three weeks; the persons who may stay several months; and also the business trips, conventions and single or group travel for any purpose. Studies conducted over a period of years have established that expenditures tend to follow a pattern from year to year, but vary according to the type of transportation used, type of visitors, length of stay, etc. For this reason each type of travel must be treated separately. A simple average applied to such a heterogeneous mass of travellers would give a figure on travel that would be of little value. Since each classification forms a different proportion of the aggregate, it is important that the average expenditure representative for the type of travel be applied to the number of visits within each category. A simple average could be used only if the various classifications were similar in both nature and proportion of the total, but this is not true with travel between Canada and other countries. This means considerable analysis is necessary before the data are released.

Number of Travellers

General — All persons entering Canada from abroad are recorded by Customs or Immigration officials and grouped into four broad classifications — “immigrants, non-immigrants, Canadian citizens and returning citizens and residents”. The categories non-immigrants and returning residents form the basis of the travel estimates and the contents of this report. Monthly statements of the data are submitted on Form IMM 185 (Form A) by each point of entry and mailed to Statistics Canada. The form supplies supplementary statistics on the origin of the trip and the type of transportation; aircraft, long distance bus, train, ship or boat and the largest group “highway and ferry” which includes persons entering by automobile, commercial truck, local bus, pedestrians, etc. Tables in this report derived from these monthly reports are identified in the footnotes as “Source: Frontier count”.

Highway and ferry — The magnitude of this type of traffic warranted separate treatment and examination in detail. Customs and Excise officials at all highway points of entry record the numbers of foreign and Canadian vehicles and persons entering Canada daily on the Form E62 Entry Tally (Form B). These forms are summarized daily on the Monthly Statement

Les caractéristiques connues de l'univers et les méthodes d'évaluation utilisées pour mettre au point les données de l'échantillon, de même que les liens avec d'autres enquêtes indépendantes faites actuellement, éliminent certaines déviations.

Lors de l'évaluation des recettes et des paiements au compte des voyages, il faut tenir compte de ce qu'il y a de nombreuses sortes de visites. Par exemple, les voyages occasionnels des visiteurs ou la rentrée des résidents qui reviennent pour à peine quelques heures; les vacances familiales qui dureront peut-être deux ou trois semaines; les personnes qui séjourneront plusieurs mois; les voyages d'affaires, les congrès et les voyages seuls ou en groupe pour diverses raisons. Des études menées sur un certain nombre d'années ont démontré que les dépenses tendent à suivre une même tendance d'année en année, mais qu'elles varient selon le moyen de transport, le genre de visiteurs, la durée du séjour, etc. Il faut donc tenir compte du genre de chaque voyage. Si l'on n'accordait qu'une seule moyenne à cette hétérogénéité des voyageurs, les données auraient peu de valeur. Chaque classification contribue à la formation d'une partie de l'agrégat qui lui est propre; il est donc important que la moyenne des dépenses représentant un genre de voyage soit reliée au nombre de visites de chaque catégorie. Une seule moyenne serait utilisable si la nature des diverses classifications et leur proportion du total étaient semblables; mais ce n'est pas le cas pour les voyages entre le Canada et les autres pays. Il faut donc bien analyser les données avant de les publier.

Nombre de voyageurs

Généralités — Toutes les personnes venant de l'étranger sont inscrites par les agents de la douane ou de l'immigration; elles sont classées selon quatre grandes catégories: “Immigrants, non-immigrants, citoyens canadiens, citoyens et résidents de retour”. Les non-immigrants et les résidents de retour sont à la base des estimations des voyages et du contenu du présent bulletin. La Formule IMM 185 (Formule A) concerne les états mensuels; elle est complétée à chaque point d'entrée et expédiée à Statistique Canada. Elle fournit des chiffres supplémentaires sur l'origine du voyage et le moyen de transport: avion, autobus à long parcours, chemin de fer ou bateau, et le principal groupe “route et traversier” comprend les voyageurs arrivant en automobile, par camion commercial ou autobus local, les piétons, etc. Dans le présent bulletin, les tableaux provenant de ces déclarations mensuelles ont comme renvoi: “Source: Dénombrement à la frontière”.

Route et traversier — L'ampleur de ce genre de voyages assure un dépouillement séparé et un examen détaillé. Les agents de la douane et de l'accise de tous les points routiers d'entrée inscrivent le nombre de personnes et de véhicules étrangers et canadiens arrivant au Canada chaque jour sur la Formule E62 (Pointage des entrées) (Formule B). On condense quotidiennement ces formules

of Foreign Traffic Entering Canada (Form C) and the Monthly Statement of Canadian Traffic Returning to Canada (Form D) and in turn the Monthly Statistical Report IMM 185.

Aircraft and boat – The total plane and boat figures recorded on the IMM 185 include commercial as well as private or pleasure traffic. The private plane and boat traffic which is mainly seasonal in nature is recorded on the Monthly Statement Foreign Pleasure Craft (Boat and Plane) Entering Canada (Form E). Ferry traffic across rivers and other short distances of water between Canada and the United States is excluded from entries by boat and recorded under “highway and ferry” on the IMM 185.

Non-immigrant arrivals from overseas – Total entries from overseas countries are recorded under Sections B and C of the Form IMM 185. The wide variance in the average spending of visitors from overseas countries and the need of the country of residence for the Canadian Balance of Payments, as well as the Canadian Travel Industry necessitates added detail on overseas visitors. Data on the port of entry, country of last permanent residence, immigration category, intended length of stay and province of destination which is derived from the address in Canada where the person can be reached are made available to Statistics Canada. The data are tabulated through electronic processing by the Immigration Division of the Department of Manpower and Immigration from the Arrival/Departure Card Form IMM 700 shown as Form F in this report. A special document is used by Immigration officials to record groups of persons entering Canada, Form – IMM TEMP. 25 Group Record of Overseas Visitors Entering Canada from the United States (Form G). The figures and tables on overseas visitors in this report are tabulated from the IMM 700 and TEMP. 25 and the data exclude special categories of traffic such as diplomats, NATO forces and students as well as most in transit traffic and persons entering and leaving Canada on the same day.

Expenditures and Other Travel Characteristics

General – Continuous questionnaire surveys are used to secure information on the expenditure and other characteristics of the international traveller. These surveys are conducted under a co-operative arrangement with the United States Department of Commerce and Canada Customs and Immigration. The questionnaires are handed out to a sample of travellers on entry to Canada by Customs and Immigration officials, or in some cases by United States border officials. The travellers complete the questionnaire at their leisure and mail the form to the United States

sur l'état mensuel du trafic étranger arrivant au Canada (Formule C) et sur l'état mensuel du trafic canadien revenant au Canada (Formule D) et ensuite sur le rapport statistique mensuel (IMM 185).

Avion et bateau – Le total des avions et des bateaux inscrit sur la Formule IMM 185 comprend les voyages à des fins commerciales de même que les voyages des particuliers ou de plaisance. Les voyages en avion ou en bateau particulier sont surtout saisonniers et ils sont inscrits sur l'état mensuel de la navigation de plaisance (bateaux et avions) arrivant au Canada (Formule E). Le passage en traversier sur les rivières et sur de courtes distances entre le Canada et les États-Unis ne fait pas partie des entrées en bateau et il est inscrit sous “routes et traversiers” de la Formule IMM 185.

Arrivées des non-immigrants en provenance d'outre-mer – Le total des voyageurs venant des pays d'outre-mer est inscrit dans les Sections B et C de la Formule IMM 185. L'écart prononcé de la moyenne des dépenses des visiteurs en provenance d'outre-mer et le besoin de connaître leur pays de résidence pour la balance canadienne des paiements, de même que pour l'industrie canadienne du commerce, nécessitent de plus amples renseignements sur les visiteurs d'outre-mer. Les renseignements sur le port d'entrée, le pays de la dernière résidence permanente, la catégorie d'immigrant, la durée probable du séjour et la province de destination qui provient de l'adresse où l'on peut communiquer avec la personne au Canada, sont transmis à Statistique Canada. La Division de l'immigration du ministère de la Main-d'oeuvre et de l'Immigration dépouille par ordinateur les renseignements de la Fiche d'arrivée et de départ (Formule IMM 700) (Formule F) dans le présent bulletin. Les agents d'immigration utilisent une formule spéciale pour inscrire les groupes de personnes arrivant au Canada, la Formule IMM TEMP. 25, inscription de groupe de visiteurs d'outre-mer arrivant au Canada en provenance des États-Unis (Formule G). Dans le présent bulletin, les données et les tableaux sur les visiteurs d'outre-mer proviennent du dépouillement des Formules IMM 700 et TEMP. 25 et elles excluent les catégories spéciales de voyageurs, par exemple, les diplomates, les militaires de l'OTAN et les étudiants, de même que la majorité des voyageurs en transit et les personnes qui arrivent au Canada et en repartent le même jour.

Dépenses et autres caractéristiques de voyage

Généralités – Des questionnaires d'enquêtes sont constamment utilisés pour accumuler des renseignements sur les dépenses et autres caractéristiques des voyageurs internationaux. Ces enquêtes sont menées conjointement par le département du Commerce des États-Unis et la Division de la douane et le ministère de l'Immigration du Canada. Les agents de la douane et de l'immigration, ou, dans certains cas, les représentants de la douane des États-Unis, remettent le questionnaire à un échantillon de voyageurs à leur arrivée au Canada. S'ils le veulent bien, les voyageurs remplissent le questionnaire et le font

Department of Commerce or Statistics Canada. The questionnaires are summarized either by electronic processing or hand tabulation and stratified by month or quarter, province of entry, type of transportation, length of stay and traveller category. In the case of automobile traffic a more detailed stratification is made for selected points of entry. When adjustments have been made for special traffic, the frontier counts or traffic densities are related to the sample data and weighted numbers or inflation factors are applied. Tables in this report resulting from the tabulation and adjustment of the questionnaire response are identified in the footnotes as "Source: Detail based on sample questionnaire surveys".

1. Questionnaires for United States visitors — Four questionnaires are used to obtain information on the travel characteristics of visitors to Canada from the United States. A limited sample is drawn to establish average daily expenditures once a quarter for same day traffic while 40,000 completed questionnaires were used in 1971 for estimating the travel characteristics of long-term traffic, (a) The United States Department of Commerce sample **automobile traffic entering and leaving Canada on the same day** using Questionnaire BE 536A reproduced as Form H. United States border officials distribute this questionnaire to the traveller, approximately 10 days in each quarter. The questionnaire is mailed by the respondent to the United States Department of Commerce and tabulations are made available to Statistics Canada.

(a) **United States automobile traffic staying one or more nights** is sampled under a co-operative arrangement between the United States Department of Commerce and Statistics Canada. Questionnaire BE 536B, reproduced as Form I, is distributed on selected dates (approximately 1 in 4 days) by Canada Customs officials to non-resident arrivals on entry into Canada. The respondent mails the questionnaire to the United States Department of Commerce who bundle and forward them to Statistics Canada for electronic processing.

(b) **United States non-automobile traffic entering Canada** is sampled by two questionnaires; Form BE 536 for plane, bus, rail and boat traffic other than private (Form J) and Form 2307-28 for private plane and boat traffic entering Canada, reproduced as Form K. The Questionnaire BE 536 is administered by the United States Department of Commerce, distributed by United States border officials to the traveller approximately 14 days each quarter and tabulations are made available to Statistics Canada. The Questionnaire 2307-28 is administered by Statistics Canada, distributed to the traveller entering by private craft by Canada Customs officials approximately 1 in 4 days and tabulated through electronic processing.

parvenir au département du Commerce des États-Unis ou à Statistique Canada. Les questionnaires sont dépouillés par ordinateur ou à la main et groupés par mois ou trimestre, province d'entrée, moyen de transport, durée de séjour et catégorie de voyageurs. Dans le cas des voyageurs en automobile, un groupement plus détaillé est fait pour certains lieux d'entrée. Après avoir effectué des rectifications pour les voyageurs spéciaux, le dénombrement à la frontière ou la densité sont comparés avec les données-échantillon et l'on établit des chiffres de pondération ou facteurs d'inflation. Dans le présent bulletin, les tableaux provenant du dépouillement et de la rectification des réponses au questionnaire ont comme renvoi: "Source: Données détaillées tirées d'enquêtes par sondage".

1. Questionnaires pour les visiteurs des États-Unis — On utilise quatre questionnaires pour obtenir des renseignements sur les caractéristiques des voyages des visiteurs en provenance des États-Unis. Une fois par trimestre, le même jour, un échantillon restreint permet d'établir les dépenses quotidiennes moyennes des voyageurs; en 1971, 40,000 questionnaires remplis ont servi à évaluer les caractéristiques des voyageurs faisant un séjour prolongé. Le département du Commerce des États-Unis utilise le Questionnaire-échantillon BE 536 A (Formule H) pour les voyageurs qui entrent au Canada et en reviennent le même jour. À la frontière, les fonctionnaires des États-Unis remettent ce questionnaire aux voyageurs pendant 10 jours environ par trimestre. Le répondant l'expédie au département du Commerce des États-Unis et des tableaux sont mis à la disposition de Statistique Canada.

(a) **Les voyageurs venant des États-Unis en automobile et demeurant une nuit ou plus** au Canada sont échantillonnés grâce à une entente intervenue entre le département du Commerce des États-Unis et Statistique Canada. Les douaniers canadiens remettent le Questionnaire BE 536 B (Formule I) à une certaine date (environ 1 jour sur 4) aux non-résidents lors de leur arrivée au Canada. Le répondant poste le questionnaire au département du Commerce des États-Unis, qui réunit et expédie les questionnaires à Statistique Canada pour qu'ils soient dépouillés par ordinateur.

(b) **Les voyageurs des États-Unis venant au Canada autrement qu'en automobile** sont échantillonnés à l'aide de deux questionnaires: la Formule BE 536 pour les avions, autobus, chemins de fer et bateaux publics (Formule J) et la Formule 2307-28, pour les avions et bateaux privés arrivant au Canada (Formule K). Le département du Commerce des États-Unis se charge du Questionnaire BE 536; les douaniers le distribuent aux voyageurs pendant 14 jours environ par trimestre et des tableaux sont mis à la disposition de Statistique Canada. Statistique Canada se charge du Questionnaire 2307-28 qui est remis au voyageur arrivant par son propre moyen de transport (avion ou bateau); les douaniers canadiens le distribuent environ 1 jour sur 4 et il est dépouillé par ordinateur.

2. **Questionnaire for overseas visitors** – The Questionnaire 2307-10 (bilingual) is handed to all visitors from overseas countries (this excludes the United States) upon entering Canada by Canada Customs or Immigration officials. The questionnaire, reproduced as Form L, is completed by the traveller during his visit and mailed to Statistics Canada on leaving Canada. Approximately 1% of the travellers were covered by completed questionnaires in 1971. Electronic processing techniques are used to integrate questionnaire data with frontier counts derived from the non-immigrant Arrival/Departure Record IMM 700.

3. **Questionnaire for returning residents** – The confidential questionnaire to returning Canadian travellers 2307-2 is distributed by Canada Customs officials approximately 1 in 4 days to residents returning from the United States (Form M(a)) or from overseas countries (Form M(b)). The completed returns, of which there were 32,000 in 1971, were mailed to Statistics Canada and tabulated by electronic processing. Form N-E60A Canadian Vehicles Leaving Canada and Returning on the Same Day is completed 7 days each quarter by Canada Customs officials who question the driver of the vehicle on re-entering Canada. The completed forms are mailed to Statistics Canada for hand tabulation and analysis.

B. Definition of Terms

The following definitions on international travel give a general description of the terms appearing in this report. The terms already identified in the textual material of the section to which they pertain have not been repeated here. Any variations from the following definitions are explained in the text or footnotes to the tables.

International Traveller

The term international traveller, as used in this publication, applies to all persons arriving in Canada through Customs and Immigration points of entry, with the exception of immigrants and Canadian citizens returning to take up permanent residence. The term international traveller includes:

- (a) persons travelling for pleasure, holiday, vacation, health and other purposes;
- (b) persons visiting friends or relatives;
- (c) businessmen, officials and delegates to conventions, conferences or seminars;
- (d) students, shoppers, commuters and summer residents;
- (e) seasonal and temporary workers;

2. **Questionnaire pour les visiteurs d'outre-mer** – Les douaniers canadiens ou les agents d'immigration remettent le Questionnaire 2307-10 (bilingue) à tous les voyageurs d'outre-mer (non compris les États-Unis) quand ils entrent au Canada. Le voyageur remplit le questionnaire (Formule L) au cours de son voyage et l'expédie à Statistique Canada lors de son départ. En 1971, les voyageurs ont répondu à ce questionnaire pour une proportion d'environ 1 %. L'ordinateur ajoute les données du questionnaire aux dénombrements faits à la frontière provenant de la Fiche d'arrivée et de départ pour les non-immigrants (IMM 700).

3. **Questionnaire pour les résidents rentrant au pays** – Les douaniers canadiens remettent un questionnaire confidentiel (2307-2), environ 1 jour sur 4, aux Canadiens rentrant au pays en provenance des États-Unis (Formule M (a)) ou aux Canadiens revenant d'outre-mer (Formule M (b)). Les questionnaires (32,000 en 1971) sont remplis, expédiés à Statistique Canada et dépouillés par ordinateur. La Formule N-E60A (véhicules canadiens partant et revenant le même jour) est remplie 7 jours par trimestre par les douaniers canadiens qui interrogent le conducteur du véhicule à son retour au Canada. La formule est alors expédiée à Statistique Canada pour le dépouillement manuel et l'analyse.

B. Définition des termes

Les définitions qui suivent donnent une description générale des termes utilisés dans le présent bulletin pour les voyages internationaux. Les expressions déjà identifiées dans le contexte de l'une des sections ne sont pas reprises. Le texte ou les renvois des tableaux expliquent toute divergence par rapport aux définitions suivantes.

Voyageur international

Dans le présent bulletin, l'expression "voyageur international" concerne les personnes arrivant au Canada à un bureau des Douanes ou de l'Immigration, sauf les immigrants et les citoyens canadiens qui reviennent pour établir domicile d'une manière permanente. L'expression "voyageur international" comprend:

- (a) les personnes en voyage d'agrément, en congé, en vacances, en voyage pour motif de santé ou pour d'autres motifs;
- (b) les personnes qui visitent des amis ou des parents;
- (c) les hommes d'affaires, les fonctionnaires et les représentants à des congrès, conférences ou colloques;
- (d) les étudiants, les personnes qui vont faire des emplettes, les voyageurs de frontière et les estivants;
- (e) les travailleurs saisonniers et temporaires;

- (f) crews or persons engaged in the operation of transport;
- (g) persons travelling in transit who do clear Canada Customs or Immigration;
- (h) diplomats, military personnel and dependents travelling on temporary duty for less than one year;
- (i) cruise passengers.

Long-term Traveller

An international traveller who visits a country other than that in which he resides for a period of one or more nights.

Short-term Traveller

An international traveller who enters and leaves a country on the same day or who does not stay overnight. Short-term travellers include commuters and "other travellers".

Other Traveller or Methods

A residual classification of international traveller which includes pedestrians, drivers of commercial vehicles, local bus traffic between border communities, etc., normally considered as short-term traffic and treated accordingly.

In Transit Traveller

An international traveller travelling through a country en route to some place in another country. For example, a United States resident travelling in transit through Canada over the most direct route between two points in the United States. Similarly, a Canadian travelling in transit through the United States to a destination in Canada.

Non-immigrant

An international traveller, resident of a country other than Canada who enters Canada through Customs or Immigration points for a visit.

Returning Citizen and Resident

An international traveller, resident of Canada, who returns to Canada from abroad through Customs and Immigration points after an absence of less than one year.

Overseas Countries

All countries other than the United States of America. Overseas includes the countries of Puerto Rico, St. Pierre and Miquelon, United States Virgin Islands and other United States protectorates. In the case of returning citizens and residents, Hawaii is considered as overseas.

- (f) les équipages ou les personnes travaillant dans les transports;
- (g) les personnes en transit qui passent par les douanes ou l'immigration canadiennes;
- (h) les diplomates, les militaires et les personnes à leur charge envoyés en service temporaire pour moins d'un an;
- (i) les passagers de bateaux de croisière.

Visite prolongée

Voyageur international qui passe une nuit ou plus dans un pays autre que celui qu'il habite.

Courte visite

Voyageur international qui entre dans un pays et en sort le même jour ou qui ne reste pas pour la nuit. Les voyageurs faisant un bref séjour comprennent les voyageurs de frontière et les "autres voyageurs".

Autres voyageurs ou moyens

Le reste des voyageurs internationaux qui groupent les piétons, les conducteurs de véhicules commerciaux, les usagers des autobus locaux entre les municipalités frontalières, etc.; cette classe est généralement considérée comme des voyageurs qui font un séjour de courte durée et elle est traitée en conséquence.

Voyageur en transit

Voyageur international passant dans un pays à destination d'un endroit situé dans un autre pays. Par exemple, un résident des États-Unis passant au Canada pour se rendre directement d'un endroit à l'autre de son pays. De même, un Canadien passant aux États-Unis pour se rendre ailleurs au Canada.

Non-immigrant

Voyageur international, résident d'un pays autre que le Canada, qui entre au Canada par un bureau des Douanes ou de l'Immigration pour une visite.

Citoyen et résident revenant au pays

Voyageur international, résident du Canada, qui revient de l'étranger au Canada en passant à un bureau de Douanes ou de l'Immigration après une absence de moins d'un an.

Pays d'outre-mer

Tous les pays autres que les États-Unis. Les pays d'outre-mer comprennent Porto Rico, Saint-Pierre-et-Miquelon, les Îles Vierges et les autres protectorats des États-Unis. Dans le cas des citoyens et résidents revenant au pays, Hawaï est considéré comme un pays d'outre-mer.

Days – Nights Stay

The days or nights stay of a person travelling in a country other than that in which he usually resides. Unless otherwise stated, total days or nights stay for returning citizens and residents is the time spent outside of Canada and includes days or nights en route. Data are derived from continuous questionnaire surveys and not from hotel statistics. Included are nights spent in all types of accommodation, such as hotels, motels, hostels, tourist or private homes, camping out, etc.

Frontier Count

The count of persons (or vehicles) both resident and non-resident by Customs or Immigration officials – at the border or entry point to Canada.

International Transportation Fares

Fares purchased for transportation to and from a country and excludes local transportation within the country visited. Transportation costs generally refer to oceanic transportation fares and are shown separately wherever possible. International fare payments to Canadian carriers by non-residents are included in travel receipts, while fare payments to foreign carriers by Canadian residents are included in travel payments.

Direct to Canada – Via the United States

These designations are used in overseas travel and are determined on the basis of entry for visitors and re-entry for Canadians. Persons travelling directly to Canada from overseas countries are considered as direct travellers and those travelling to Canada through or by way of the United States are referred to as travellers via the United States. Expenditures in the United States by Canadians travelling to and from overseas countries via the United States are included in the travel payments to the United States.

Jour ou nuit de séjour

Jour ou nuit de séjour d'une personne voyageant dans un pays autre que celui de sa résidence habituelle. À moins d'indication contraire, le total des jours ou nuits de séjour pour les citoyens et résidents revenant au pays est le temps passé à l'extérieur du Canada et comprend les jours ou nuits passés en voyage. Les renseignements proviennent de questionnaires d'enquêtes permanentes et non de la statistique hôtelière. Elles comprennent les nuits passées dans tous les genres de logement, hôtels, motels, centres d'accueil, maisons privées ou de tourisme, camping, etc.

Dénombrement à la frontière

Dénombrement des personnes (ou véhicules), résidents et non-résidents, par les douaniers ou agents d'immigration, à la frontière ou au point d'entrée au Canada.

Coût du transport international

Montant versé pour le transport vers un pays ou en provenance d'un pays, mais non le coût du transport local à l'intérieur du pays visité. Les frais de transport se rapportent habituellement au transport océanique et sont inscrits séparément, si possible. Les paiements internationaux à des transporteurs canadiens par des non-résidents sont inclus dans les recettes de voyage, alors que le transport payé par des résidents canadiens à des transporteurs étrangers est inclus dans les frais de voyage.

Directement au Canada – Via les États-Unis

Ces expressions sont utilisées pour les voyages outre-mer et concernent l'entrée des visiteurs et la rentrée des Canadiens. Les personnes arrivant directement au Canada en provenance d'outre-mer sont considérées comme des voyageurs directs et celles arrivant au Canada en passant par les États-Unis sont considérées comme des voyageurs passant par les États-Unis. Les dépenses que font aux États-Unis les Canadiens allant outre-mer ou en revenant sont incluses dans les frais de voyage aux États-Unis.

DEPARTMENT OF MANPOWER AND IMMIGRATION
MINISTÈRE DE LA MAIN-D'ŒUVRE ET DE L'IMMIGRATION

MONTHLY STATISTICAL REPORT
RAPPORT STATISTIQUE MENSUEL

NOTE See Instructions on Reverse Side
Voir les instructions au verso

Part
Month
19

A. Journey Beginning in the United States	Highway and Ferry (including local bus) Routes et traversiers (autobus locaux compris)	Long Distance Bus Autobus à long parcours	Train	Ship or Boat Bateau	Aircraft Avion	Total	A. Voyageurs provenant des États-Unis
Canadian Citizens (See note on reverse)							Citoyens canadiens (voir note au verso)
Returning Citizens and Residents							Citoyens et résidents de retour
Non-Immigrants							Non-immigrants
TOTAL							TOTAL
B. Journey Beginning in Countries other than the U.S.A., but Travelling Via the U.S.A.							Voyageurs provenant d'autres B. pays mais passant par les É.-U.
Canadian Citizens (See note on reverse)							Citoyens canadiens (Voir note au verso)
Returning Citizens and Residents							Citoyens et résidents de retour
Non-Immigrants							Non-immigrants
TOTAL							TOTAL
C. Journey Beginning in Countries other than the U.S.A., and Travelling direct to Canada							Voyageurs provenant de pays autres que C. les É.-U., et venant directement au Canada
Canadian Citizens (See note on reverse)							Citoyens canadiens (Voir note au verso)
Returning Citizens and Residents							Citoyens et résidents de retour
Non-Immigrants							Non-immigrants
TOTAL							TOTAL

VEHICLES FROM THE U.S.A. - VÉHICULES PROVENANT DES É.-U.

Type of Vehicle	Number of Vehicles Nombre de véhicules		Types de véhicules
	Canadian Canadiens	U.S. Américains	
Long Distance Bus			Autobus à long parcours
Aircraft			Avion

Officer in Charge
Chef de service

IMM. 185 (1-69)

Form 185 is devised to supply the Statistical Unit with complete and accurate statistics on all persons who are admitted to or come into Canada for whom a Canadian Immigration Card is not completed.

A. JOURNEY BEGINNING IN THE UNITED STATES

1. Canadian Citizens

Canadian citizens who have taken up residence in the U.S. and who have returned to Canada declaring their intention to remain.
NOT to include Canadian citizens born in the U.S. and coming forward for the first time.

2. Returning Citizens and Residents

Canadian citizens and other Canadian residents who are returning to Canada from business or pleasure trips in the United States.

3. Non-Immigrants

As defined in Section 7 of the Immigration Act, entering Canada from the United States.

4. Local Bus Traffic

Should be included with statistics shown under "Highway".

B. & C. JOURNEY BEGINNING IN COUNTRIES OTHER THAN THE UNITED STATES

1. Canadian Citizens

Canadian citizens who have taken up residence abroad, and who have returned to Canada declaring their intention to remain.
NOT to include Canadian citizens born abroad and coming forward for the first time.

2. Returning Citizens and Residents

Canadian citizens and other Canadian residents who are returning to Canada from business or pleasure trips abroad.

3. Non-Immigrants

As defined in Section 7 of the Immigration Act, entering Canada directly or indirectly from abroad.

Vehicles from USA. - It is desired to distinguish between vehicles of Canadian or U.S. registry. Do not include aircraft entering direct from overseas.

La formule 185 est conçue pour fournir à la Sous-section des statistiques des données statistiques complètes et exactes sur toutes les personnes qui sont admises ou qui viennent au Canada et pour qui on ne remplit pas de carte de l'immigration canadienne.

A. VOYAGEURS PROVENANT DES ÉTATS-UNIS

1. Citoyens canadiens

Les citoyens canadiens qui ont fixé leur résidence aux États-Unis et qui viennent au Canada en déclarant leur intention d'y rester. NE comprend PAS les citoyens canadiens, nés aux États-Unis, qui viennent au Canada pour la première fois.

2. Citoyens et résidents de retour

Les citoyens canadiens et autres résidents du Canada qui y reviennent à la suite de voyages d'affaires ou d'agrément aux États-Unis.

3. Non-immigrants

Les non-immigrants, tels qu'ils sont définis par l'article 7 de la Loi sur l'immigration, entrant au Canada en provenance des États-Unis.

4. Circulation locale par autobus

Ce mode de voyage doit être inclus dans les données inscrites sous la rubrique "Routes".

B. ET C. VOYAGEURS PROVENANT DE PAYS AUTRES QUE LES ÉTATS-UNIS

1. Citoyens canadiens

Les citoyens canadiens qui ont fixé leur résidence à l'étranger et qui reviennent au Canada en déclarant leur intention d'y rester.
NE comprend PAS les citoyens nés à l'étranger et venant au Canada pour la première fois.

2. Citoyens et résidents de retour

Les citoyens canadiens et autres résidents du Canada qui y reviennent à la suite de voyages d'affaires ou d'agrément à l'étranger.

3. Non-immigrants

Les non-immigrants tels qu'ils sont définis par l'article 7 de la Loi sur l'immigration, entrant au Canada directement ou indirectement de l'étranger.

Véhicules provenant des É.-U. - Il est souhaitable de distinguer les véhicules enregistrés au Canada de ceux qui sont enregistrés aux États-Unis. Ne pas compter ici les avions arrivant directement d'outre-mer.

FORM B

E-62 ENTRY TALLY

Officer's

Name Date

FOREIGN TRAFFIC ENTERING CANADA			
		Vehicles	Persons
Automobile	Leaving same day		
	Staying one night		
	Two or more nights		
Bicycles & motorcycles			
Commercial (not buses)			
Taxis			
Non-immigrants other than U.S.			
Pedestrians			
CANADIAN TRAFFIC RETURNING			
		Vehicles	Persons
Automobile	Returning same day		
	Absent one night		
	Absent two or more nights		
Bicycles & motorcycles			
Commercial (not buses)			
Taxis			
Canadians from countries other than U.S.			
Pedestrians			

See instructions for Port Officers

MONTHLY STATEMENT FOREIGN TRAFFIC ENTERING CANADA

FORM C

Month _____

Port _____

Date	AUTOMOBILE TRAFFIC						OTHER VEHICLES						Pedes- trians
	Same day		Staying one night		Staying two or more nights		Bicycles & motorcycles		Commercial (not buses)		Taxis		
	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	V.	P.	V.	P.	V.	P.	
1													
2													
3													
4													
5													
6													
7													
8													
9													
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27													
28													
29													
30													
31													
Totals													

Date _____

Customs and Excise Officer _____

COMPLETED STATEMENT TO BE MAILED AT END OF EACH MONTH
To: TRAVEL STATISTICS SECTION, D.B.S. OTTAWA.

MONTHLY STATEMENT OF CANADIAN TRAFFIC RETURNING TO CANADA

FORM D

Month _____

Port _____

Date	AUTOMOBILE TRAFFIC						OTHER VEHICLES						Pedes- trians
	Same day		Absent one night		Absent two or more nights		Bicycles & motorcycles		Commercial (not buses)		Taxis		
	Vehicles	Persons	Vehicles	Persons	Vehicles	Persons	V.	P.	V.	P.	V.	P.	
1													
2													
3													
4													
5													
6													
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30													
31													
Totals													

DATE _____

Customs and Excise Officer

COMPLETED STATEMENT TO BE MAILED AT END OF EACH MONTH
TO: TRAVEL STATISTICS SECTION, D.B.S., OTTAWA

MONTHLY STATEMENT FOREIGN PLEASURE CRAFT (BOAT AND PLANE) ENTERING CANADA

Month		Port						
Date	BOAT TRAFFIC				PLANE TRAFFIC			
	Entering and leaving same day		One or more nights in Canada		Entering and leaving same day		One or more nights in Canada	
	Boats	Persons	Boats	Persons	Planes	Persons	Planes	Persons
1								
2								
3								
4								
5								
6								
7								
8								
9								
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22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
Totals								
Date		Customs and excise officer						

MAIL COMPLETED STATEMENT AT CLOSE OF EACH MONTH
TO: TRAVEL STATISTICS SECTION, D.B.S., OTTAWA, CANADA



NON-IMMIGRANT
ARRIVAL DEPARTURE RECORD

DO NOT USE / NE RIEN ÉCRIRE

E 172752

FORM F

FICHE D'ARRIVÉE ET DE
DÉPART POUR LES NON-IMMIGRANTS

FAMILY OR LAST NAME / NOM DE FAMILLE			GIVEN NAMES / PRÉNOMS			DO NOT USE NE RIEN ÉCRIRE	
2	MR. <input type="checkbox"/> M. <input type="checkbox"/> MRS. <input type="checkbox"/> MME <input type="checkbox"/> MISS <input type="checkbox"/> MLLE <input type="checkbox"/>	3 DATE OF BIRTH / DATE DE NAISSANCE DAY / JOUR MONTH / MOIS YR / ANN	5 CITIZEN OF / CITOYENNETÉ			2	3
7 COMPLETE PERMANENT RESIDENTIAL ADDRESS / ADRESSE PERSONNELLE PERMANENTE (NO. STREET, CITY, COUNTRY) (NUMÉRO, RUE, VILLE, PAYS)						5	42 44
9 ACCOMPANIED BY / ACCOMPAGNÉ DE <input type="checkbox"/> WIFE <input type="checkbox"/> CHILDREN <input type="checkbox"/> TOTAL <input type="checkbox"/> EPOUSE <input type="checkbox"/> ENFANTS			EXPECTED DATE OF DEPARTURE / DATE PRÉVUE DU DÉPART DAY / JOUR MONTH / MOIS YR / ANN.		7	46 48	
REASON FOR ENTRY / MOTIF DU SÉJOUR <input type="checkbox"/> VISIT FRIENDS <input type="checkbox"/> IN TRANSIT <input type="checkbox"/> TOURIST <input type="checkbox"/> BUSINESS <input type="checkbox"/> VISITER DES AMIS <input type="checkbox"/> DE PASSAGE <input type="checkbox"/> TOURISME <input type="checkbox"/> AFFAIRES			OTHER (SPECIFY) / AUTRE (PRÉCISER)		9	49 50	
10 NAME OF PERSON AND ADDRESS WHERE YOU CAN BE REACHED IN CANADA NOM DE LA PERSONNE ET ADRESSE OÙ ON PEUT COMMUNIQUER AVEC VOUS AU CANADA						10	51 54
ITEMS TO BE DECLARED FOR CUSTOMS ARTICLES QUI DOIVENT ÊTRE DÉCLARÉS À LA DOUANE			I DECLARE THAT THE INFORMATION GIVEN ON THIS FORM IS CORRECT JE DÉCLARE QUE LES RENSEIGNEMENTS DONNÉS ICI SONT EXACTS			14	55 59
LIQUOR (IN EXCESS OF 40 OZS) OR CIGARETTES (IN EXCESS OF 200) ALCOOL (PLUS DE 40 ON.) OU CIGARETTES (PLUS DE 200) YES OUI <input type="checkbox"/> NO NON <input type="checkbox"/>			GIFTS (IN EXCESS OF \$10.00 EACH) CADEAUX (DE PLUS DE \$10.00 CHACUN) YES OUI <input type="checkbox"/> NO NON <input type="checkbox"/>			16	61 65
COMMERCIAL GOODS (INCLUDING SAMPLES) ARTICLES DE COMMERCE (Y COMPRIS LES ÉCHANTILLONS) YES OUI <input type="checkbox"/> NO NON <input type="checkbox"/>			MEAT, FOOD OR PLANTS VIANDE, ALIMENTS, OU PLANTES YES OUI <input type="checkbox"/> NO NON <input type="checkbox"/>			17	70 72
DO NOT PRINT BELOW THIS LINE NE PAS ÉCRIRE AU-DESSOUS DE CETTE LIGNE			SIGNATURE			13	67 71
REMARKS / REMARQUES			14 ADMITTED UNTIL / ADMIS JUSQU'AU DAY / JOUR MO. / MOIS YR / ANN			15	73 74
			15 ADMITTED AS / ADMIS COMME 7 (1)			17	70 72
			BOND NO. / CAUTION N°			ERROR BOX CASE POUR ERREUR	73 74
			13 EXTENSION NO. N° DE PROLONGATION			SPEC. CODE CODE SPEC	75

FORM IMM 700 (2-70)

CONTROL COPY / COPIE DE CONTRÔLE



GROUP RECORD OF OVERSEAS VISITORS ENTERING
CANADA FROM THE UNITED STATES

FORM G

TO BE USED ONLY FOR OVERSEAS VISITORS ARRIVING AND DEPARTING AS A GROUP IN LIEU OF DOCUMENTATION ON FORM IMM. 700.

NAME OF TRANSPORTATION COMPANY			ADDRESS			VEHICLE	
NAME OF TRAVEL AGENT			ADDRESS			TOUR COMMENCED AT (Place)	
NUMBER OF PASSENGERS MALE FEMALE TOTAL			CITIZENSHIP		COUNTRY OF PERMANENT RESIDENCE		ON (Date)
CATEGORY 7(1) ()			ADMITTED AS NON-IMMIGRANTS UNTIL		DAY MONTH YEAR		PORT STAMP (Arrival)
REMARKS							PORT CODE NO.
DECLARATION OF TOUR GUIDE OR CONDUCTOR I HEREBY CERTIFY THAT ALL PASSENGERS ABOARD THE ABOVE MENTIONED VEHICLE ARE PARTICIPATING IN A CONDUCTED TOUR, AND I UNDERTAKE TO NOTIFY THE NEAREST OFFICE OF THE CANADA IMMIGRATION DIVISION THE NAME, HOME ADDRESS, CITIZENSHIP AND PASSPORT NUMBER OF ANY PASSENGER WHO DOES NOT LEAVE CANADA WITH THIS GROUP. I FURTHER AGREE TO SUBMIT A COPY OF THIS DOCUMENT TO THE CANADIAN IMMIGRATION OR CUSTOMS AUTHORITIES AT THE PORT OF DEPARTURE.							PORT STAMP (Departure)
SIGNATURE TOUR CONDUCTOR, GUIDE, BUS DRIVER							PORT CODE NO.
WITNESS IMMIGRATION OFFICER							PORT CODE NO.

FORM H

FORM BE-536A
(1-67)

Form Approved;
Budget Bureau No. 41-R2376

QUESTIONNAIRE FOR U.S. RESIDENTS
LEAVING THE U.S. FOR CANADA BY MOTOR
VEHICLE AND RETURNING THE SAME DAY

If you have already returned a form during this week, please hand this one back to the inspector without completing it, or discard it.

1. Place of entry into Canada?	2. Date of entry this trip?
3. How did you enter Canada? <input type="checkbox"/> auto <input type="checkbox"/> taxi <input type="checkbox"/> commercial vehicle <input type="checkbox"/> other	4. Place of departure from Canada?
5. How many persons entered Canada in the vehicle, including yourself? _____	
6. During the past 7 days, how many trips (including today's) into Canada by motor vehicle have you made? _____	
7. What was the main purpose of the trip(s)? <input type="checkbox"/> employed in Canada <input type="checkbox"/> visiting friends or relatives <input type="checkbox"/> business <input type="checkbox"/> Other (please specify) <input type="checkbox"/> pleasure <input type="checkbox"/> shopping	
8. Estimate as nearly as possible the amount you spent in Canada on this trip, for all purposes (in terms of U.S. dollars). <i>Examples:</i> gas, oil, repairs, food, gifts, amusements, etc., including credit card purchases. Include expenses of all persons with vehicle. <div style="text-align: center;">\$ _____</div>	
9. City and state in which you reside? _____	

* GPO : 1967 O-245-092

U. S. DEPARTMENT OF COMMERCE
OFFICE OF BUSINESS ECONOMICS
WASHINGTON, D. C. 20230

OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S. DEPARTMENT OF COMMERCE

Your help is needed to estimate U. S. travel spending in Canada. Please reply to the questions on the reverse side and mail this card. No postage is required.

This questionnaire is used solely to assist in estimating travel expenditures. It has nothing to do with customs enforcement or taxation. No signature is required, and your response cannot be identified.

Office of Business Economics
U. S. Department of Commerce
Washington, D. C. 20230

FORM I

**QUESTIONNAIRE FOR U.S. TRAVELERS RETURNING
FROM AUTOMOBILE TRIPS TO CANADA**

(Report on trip taken when you received this questionnaire. Do not include any part of trip that was in the United States.)

1. City or town and State in which you reside?

2. Border point where you entered Canada from the United States? Date of entry?

3. Border point where you re-entered the United States? Date of exit?

4. Main destination in Canada? Give city or town and province?

5. Number of nights spent at above destination in Canada? 6. Total number of nights spent in Canada on this trip?

7. Check the type of lodging that was used most in Canada.

- ☐ Camping, tenting, or house trailer
☐ Cottage (owned or rented)
☐ Resort, Hotel or Motel
☐ Home of friends or relatives
☐ Other (Please specify) _____

8. Number of U.S. travelers on this automobile trip to Canada. → (a) Adults (b) Children (under 16 years)

9. Estimate as nearly as possible (in terms of U.S. dollars) expenditures in Canada by all persons in the automobile on this trip. (Include food, rent, lodging, entertainment, merchandise, gifts, automobile operations, credit card purchases, etc.) \$ _____ or if nil, check ☐

10. Check the main purpose of this trip

- ☐ Employed in Canada
☐ Other business
☐ Convention, conference or seminar
☐ Summer resident in Canada
☐ Visit to friends or relatives
☐ Hunting or fishing
☐ Holiday (Include vacation or other pleasure)
☐ Travelling through Canada to destinations in U.S.
☐ Other (Please specify) _____

11. How many times have you visited Canada in the past 12 months? (Please circle)

1 2 3 4 5-10 11-20 21 or more

12. Which of the following reasons prompted this visit to Canada?

- ☐ Newspaper and magazine advertisements
☐ Radio or television
☐ Invitation or advice of friends or relatives
☐ Business requirements
☐ Government Travel Offices (Federal or Provincial)
☐ Travel films
☐ Previous visit to Canada
☐ Other (Please specify) _____

**QUESTIONNAIRE FOR U.S. TRAVELERS RETURNING
FROM AUTOMOBILE TRIPS TO CANADA**

Under a cooperative arrangement between the U.S. Department of Commerce and the Dominion Bureau of Statistics, this questionnaire is distributed in Canada, mailed to the U.S. Department of Commerce, and is available to both governments, solely for the purpose of compiling international travel statistics.

Please complete the questionnaire and drop it in a mail box after you return to the United States, or hand it to the U.S. Immigration or Customs Inspector. No postage is necessary.

The questionnaire has nothing to do with customs enforcement or taxation. No signature is necessary. Your cooperation is appreciated.

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE

Office of Business Economics
U.S. Department of Commerce
Washington, D.C. 20230

U.S. DEPARTMENT OF COMMERCE
OFFICE OF BUSINESS ECONOMICS
WASHINGTON, D.C. 20230

OFFICIAL BUSINESS

**QUESTIONNAIRE FOR U.S. TRAVELERS RETURNING
FROM VISITS TO CANADA**

(Report on the trip on which you received this questionnaire.)

1. City or town and state in which you reside?

2. Border point where you entered Canada from the United States? Date of entry?

3. Border point where you re-entered the United States? Date of exit?

4. How did you enter Canada? (Check one)
☐ train ☐ bus ☐ boat ☐ plane ☐ other

5. How did you leave Canada? (Check one)
☐ train ☐ bus ☐ boat ☐ plane ☐ other

6. Main destination in Canada. Give city or town and province.

7. Number of nights spent at above destination in Canada. Total number of nights spent in Canada on this trip.

8. Check below the main purpose of this trip:

- ☐ Employed in Canada ☐ Convention, Conference, or Seminar
☐ Other business ☐ Summer resident in Canada
☐ Visiting friends or relatives ☐ Traveling through Canada to a U.S. destination
☐ Hunting or fishing ☐ Other recreation (Include vacation and other pleasure)
☐ Other (Please specify)

FORM BE-536 (1-70)

USCOMM-DC 7221-P70

**QUESTIONNAIRE FOR U.S. TRAVELERS
RETURNING FROM VISITS TO CANADA**

It is important that the United States Government know the amount of dollars going from the United States to all foreign countries and the amount spent by foreign countries here. This questionnaire is used by the Department of Commerce to estimate travel expenditures by United States residents in Canada.

We need as many responses as possible to our questionnaire in order that our sample may be adequate. Your unsigned reply has nothing to do with customs enforcement or taxation.

Please assist by replying to the questions inside and mailing this card. No postage stamp is necessary.

The collection of data on this form is subject to the provisions of the Federal Reports Act (44 U.S.C., Sec. 3509) and has been approved by the Bureau of the Budget.

FORM BE-536
(1-70)
USCOMM-DC 2370-P71

Form Approved;
OMB No. 41-R0319

FORM J

9. Approximate amount (in U.S. dollars) spent for:

a. Transportation to and from Canada \$ _____
Name of airline, railroad, bus company,
or ship line you used in traveling to and
from Canada _____

b. Expenditures in Canada (include food, rent, lodging, entertainment, merchandise, gifts, and transportation wholly in Canada) \$ _____

10. Number of U.S. travelers on this trip to Canada. (a) Adults (b) Children (under 16 years)

11. How many times have you visited Canada in the past 12 months? (Please circle)

1 2 3 4 5-10 11-20 21 or more

12. Which of the following reasons prompted this visit to Canada?

- ☐ Newspaper and magazine advertisements
☐ Radio or television
☐ Invitation or advice of friends or relatives
☐ Business requirements
☐ Government Travel Offices (Federal or Provincial)
☐ Travel films
☐ Previous visit to Canada
☐ Other (Please specify) _____

U.S. DEPARTMENT OF COMMERCE
OFFICE OF BUSINESS ECONOMICS
WASHINGTON, D.C. 20230

OFFICIAL BUSINESS

U.S. Department of Commerce
Office of Business Economics
Washington, D.C. 20230

FORM K

QUESTIONNAIRE FOR U.S. TRAVELLERS ENTERING
CANADA IN PLEASURE CRAFT (Boat or Plane)

State and city or town in which you reside?

Place where permit was issued?		Date of entry?	
		Day	Month Year
Place where you left Canada?		Date of exit?	
		Day	Month Year
How did you enter Canada?		How many persons including yourself are covered in this report?	
<input type="checkbox"/> Boat <input type="checkbox"/> Plane <input type="checkbox"/> Other (please specify)		Adults Children (16 yrs. or under)	
Estimate in U.S. dollars the amount spent in Canada for all purposes on this trip by persons reported above (Include cash and credit transactions for food, lodging, entertainment, merchandise, gifts, craft operations, licenses, guides, tolls, etc.)			
\$		Or if no expenditures <input checked="" type="checkbox"/> <input type="checkbox"/>	
omit cents			
City or town and province in Canada where most of your time was spent?			
Number of nights spent at above destination in Canada?		Total number of nights spent in Canada on this trip	
Check the main reason for this trip to Canada:			
<input type="checkbox"/> Cruising or sightseeing		<input type="checkbox"/> Business	
<input type="checkbox"/> Fishing or hunting		<input type="checkbox"/> Visiting friends or relatives	
<input type="checkbox"/> Other recreation (include vacation and other pleasure)		<input type="checkbox"/> Other (please specify)	
Check the type of accommodation used while in Canada:			
<input type="checkbox"/> Aboard boat or plane		<input type="checkbox"/> Camping or tenting	
<input type="checkbox"/> Hotel or Motel		<input type="checkbox"/> Cottage (owned or rented)	
<input type="checkbox"/> Resort (include fishing or hunting lodge)		<input type="checkbox"/> Other (please specify)	

2307-28: 5-3-70

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE

U.S. DEPARTMENT OF COMMERCE
OFFICE OF BUSINESS ECONOMICS
WASHINGTON, D.C. 20230

OFFICIAL BUSINESS

Under a coöperative arrangement between the U.S. Department of Commerce and the Dominion Bureau of Statistics, this questionnaire is distributed in Canada, to be mailed to the U.S. Department of Commerce. It will be available to both governments, solely for the purpose of compiling international travel statistics.

This questionnaire has nothing to do with customs enforcement or taxation. No signature is required. Please drop this card in a mail box on your return to the United States. No postage is necessary.

Thank you for your coöperation.

Office of Business Economics
U.S. Department of Commerce
Washington, D.C. 20230

FORM L

Country in which you reside	What was your main destination in Canada
Reason for coming to Canada: <input type="checkbox"/> Business <input type="checkbox"/> Formal Study <input type="checkbox"/> Gov't. Service	
<input type="checkbox"/> Holiday (include vacation or other recreation) <input type="checkbox"/> Visiting friends or relatives	
<input type="checkbox"/> Transit through Canada to U.S. or other countries <input type="checkbox"/> Other (please specify)	
Place of entry into Canada	Date
Place of departure from Canada	Date
Number of nights spent in Canada on this trip	
Name of international airline or vessel used	{ Arriving from overseas Returning overseas
Approximate expenditures in Canada (including credit card purchases) for lodging, food, entertainment, merchandise and transportation in Canada. (Exclude overseas fares to and from Canada) \$ (omit cents)	
Number of travellers (including yourself) covered in above expenditures	
Did you also visit the United States on this trip? <input type="checkbox"/> No <input type="checkbox"/> Yes	
If "Yes" <input type="checkbox"/> Before entering Canada <input type="checkbox"/> After leaving Canada	
Trip was <input type="checkbox"/> A regular service <input type="checkbox"/> Chartered flight <input type="checkbox"/> An all expense tour	
2307-10: 5-4-67 Thank You for Co-operating in this Survey	

TO THE VISITOR - WELCOME TO CANADA

This questionnaire from the Dominion Bureau of Statistics is for the purpose of collecting information on travel in Canada by residents of other countries. Your answers to the questions on the reverse side of this card will be very helpful in this work. Many responses are needed to provide an adequate sample.

Would you please complete either the English or French card before leaving Canada. The information provided will be treated as confidential and used only for statistical purposes.

It is suggested that you keep the envelope for mailing the completed card to the Dominion Bureau of Statistics. No postage is required if mailed in Canada.

TRAVEL STATISTICS UNIT,
DOMINION BUREAU OF STATISTICS,
OTTAWA, CANADA.

Kindly insert so that the address is exposed in window of envelope.

FORMULE L

Pays de votre domicile	Quelle était votre principale destination au Canada?
Quel est l'objet de votre visite au Canada: <input type="checkbox"/> Affaires <input type="checkbox"/> Études régulières <input type="checkbox"/> Service de l'État <input type="checkbox"/> Vacances (y compris les congés ou autres divertissements) <input type="checkbox"/> Visite à des amis ou parents <input type="checkbox"/> Passage du Canada aux États-Unis ou à d'autres pays <input type="checkbox"/> Autre (préciser).....	
Lieu d'entrée au Canada	Date
Lieu de départ du Canada	Date
Nombre de nuits passées au Canada durant ce voyage	
Nom de la compagnie d'aviation internationale ou du navire utilisé	{ Arrivant d'outre-mer { Retournant outre-mer
Dépenses approximatives effectuées au Canada (y compris les achats faits à l'aide de cartes de crédit) pour logement, nourriture, divertissements, marchandise et transport au Canada. (Exclure le prix du passage aller et retour d'outre-mer.) \$ (omettre les (¢) cents)	
Nombre de voyageurs (y compris vous-même) qui ont fait les dépenses indiquées ci-dessus	
Avez-vous visité les États-Unis également au cours du présent voyage? <input type="checkbox"/> Non <input type="checkbox"/> Oui Si "Oui" <input type="checkbox"/> Avant de venir au Canada? <input type="checkbox"/> Après avoir quitté le Canada?	
Ce voyage s'est effectué par <input type="checkbox"/> Service régulier <input type="checkbox"/> Avion nolisé <input type="checkbox"/> Excursion "toutes dépenses payées"	
2307-10: 5-4-67 Nous vous remercions de votre collaboration	

AU VISITEUR - BIENVENUE AU CANADA

Le présent questionnaire du Bureau fédéral de la statistique est destiné à recueillir des renseignements sur les voyages effectués au Canada par les touristes étrangers. Les réponses que vous aurez bien voulu donner aux questions posées au verso de la présente carte nous seront très utiles. Il va sans dire qu'il nous faudra recueillir un nombre de réponses suffisant pour que l'échantillon soit représentatif.

Nous vous prions de remplir la carte rédigée, soit en anglais, soit en français, avant de quitter le Canada. Vos renseignements demeureront confidentiels et ne serviront qu'à des fins statistiques.

Nous vous conseillons de conserver l'enveloppe pour adresser la carte, une fois remplie, au Bureau fédéral de la statistique. Franc de port si posté au Canada.

SOUS-SECTION DE LA STATISTIQUE TOURISTIQUE
BUREAU FÉDÉRAL DE LA STATISTIQUE,
OTTAWA, CANADA.

Prière de vous assurer que l'adresse paraît dans la fenêtre de l'enveloppe.

DOMINION BUREAU OF STATISTICS

Travel Statistics Section

CONFIDENTIAL QUESTIONNAIRE TO RETURNING CANADIAN TRAVELLERS

If trip was to overseas countries (including Hawaii) use other side

Report on the trip on which you received this questionnaire

TRIPS TO THE UNITED STATES

1. Place where you left Canada _____ Date _____ day _____ month _____ year _____

Place where you re-entered Canada _____ Date _____ day _____ month _____ year _____

2. City or town and province in which you reside _____

3. Main destination in the United States - _____

Give state _____

4. Number of nights spent at above destination _____

Total nights in the United States on this trip _____

5. Check type of lodging used most in U.S. -

☐ Camping, tenting or house trailer

☐ Apartment or dwelling (owned or rented)

☐ Resort, Hotel or Motel

☐ Home of friends or relatives

☐ Other (please specify) _____

6. Check main purpose of trip -

☐ Business

☐ Convention, conference or seminar

☐ Holiday (include vacation and other recreation)

☐ Shopping

☐ Travelling through U.S. to or from other parts of Canada (complete question 11)

☐ Visiting friends or relatives

☐ Other (please specify) _____

7. Number of persons covered in this report -

Adults _____

Children (under 16 years) _____

8. Check means of transportation used -

Leaving Canada

Returning to Canada

Automobile ☐ ☐

Plane ☐ ☐

Bus ☐ ☐

Train ☐ ☐

Boat ☐ ☐

Other (please specify) _____

9. If commercial carrier(s) was used, give the name and the approximate fares purchased, including cash or credit transactions and taxes on transportation -

Name of commercial carrier(s)

Fares Canadian \$

Leaving Canada _____

Returning to Canada _____

If return fare was purchased, give name of carrier(s) above and the total amount paid here _____

Check type of trip taken -

☐ Regular service

☐ All expense tour

☐ Charter flight

10. Estimate as nearly as possible (in Canadian dollars) expenditures in the U.S. by persons reported in item 7 (include food, lodging, entertainment, merchandise, gifts, automobile operation, local transportation, etc.) Include cash or credit transactions but exclude transportation costs reported above.

\$ _____ or if nil, check ☐

11. If this trip was to or from other parts of Canada via the U.S., give provinces visited _____

Please mail in the enclosed postage paid envelope. Your co-operation is appreciated.

BUREAU FÉDÉRAL DE LA STATISTIQUE

FORMULE M(a)

Section de la statistique touristique

QUESTIONNAIRE CONFIDENTIEL REMIS AUX VOYAGEURS CANADIENS RENTRANT AU PAYS

Vos réponses doivent porter sur le voyage lors duquel on vous a remis le présent questionnaire

Si votre voyage était dans un pays d'outre-mer (y compris les Îles Hawaïi), répondez au verso

VOYAGES AUX ÉTATS-UNIS

1. Lieu de sortie du Canada _____ Date _____ jour _____ mois _____ année _____

Lieu de rentrée au Canada _____ Date _____ jour _____ mois _____ année _____

2. Ville et province de résidence _____

3. Destination principale aux États-Unis -

Indiquez l'État _____

4. Nombre de nuits passées dans l'État mentionné ci-dessus _____

Nombre total de nuits passées aux États-Unis lors de ce voyage _____

5. Indiquez le type de logement utilisé le plus souvent aux États-Unis -

- ☐ Camping, tente, ou caravane
- ☐ Appartement ou habitation (en propriétaire ou en locataire)
- ☐ Hôtel ou motel
- ☐ Maison d'amis ou de parents
- ☐ Autre (précisez) _____

6. Indiquez le but principal du voyage -

- ☐ Affaires
- ☐ Congrès, conférence ou séminaire
- ☐ Loisirs (y compris les vacances et autres congés)
- ☐ Emplettes
- ☐ Passage par les États-Unis pour vous rendre d'un endroit à l'autre du Canada (répondez alors à la question 11)
- ☐ Visite à des amis ou à des parents
- ☐ Autre (précisez) _____

7. Nombre de personnes faisant l'objet du rapport -

Adultes _____

Enfants (moins de 16 ans) _____

8. Indiquez le moyen de transport utilisé -

	pour sortir du Canada	pour rentrer au Canada
Automobile	<input type="checkbox"/>	<input type="checkbox"/>
Avion	<input type="checkbox"/>	<input type="checkbox"/>
Autobus	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>
Bateau	<input type="checkbox"/>	<input type="checkbox"/>
Autre (précisez)	<input type="checkbox"/> _____	<input type="checkbox"/> _____

9. Si vous avez utilisé les services d'une ou de plusieurs compagnies de transport, inscrivez leurs noms et le prix des billets, taxes comprises, payés comptant ou achetés à crédit -

	Nom de la compagnie	Prix en dollars canadiens
Pour sortir du Canada	_____	_____
Pour rentrer au Canada	_____	_____

Dans le cas de billets aller-retour, donnez ci-dessus le nom de la compagnie et ici le prix total _____

Indiquez le genre de voyage -

- ☐ Service régulier
- ☐ Tous frais payés
- ☐ Avion nolisé (charter)

10. Dépenses approximatives aux États-Unis (en dollars canadiens) par les personnes indiquées à la question 7 (nourriture, logement, divertissements, achats de marchandises et de cadeaux, frais d'automobile, transport sur place, etc.). Inclure les dépenses au comptant ou à crédit, mais non les frais de transport indiqués plus haut.

\$ _____ ou Néant: ☐

11. Si vous êtes passé par les États-Unis pour vous rendre d'un endroit à l'autre du Canada, quelles provinces avez-vous visitées? _____

A renvoyer dans l'enveloppe ci-incluse. Merci de votre collaboration.

If trip was to
United States
use other side

TRIPS TO OVERSEAS COUNTRIES BY CANADIANS

(Include Hawaii, Bermuda, Caribbean countries, Mexico, other Latin American countries, etc.)

1. Place where you left Canada _____ Date _____ day _____ month _____ year _____

Place where you re-entered Canada _____ Date _____ day _____ month _____ year _____

2. Main purpose of trip

- ☐ Business
☐ Convention, conference or seminar
☐ Holiday (include vacation or other pleasure)
☐ Visiting friends or relatives
☐ Other (please specify) _____

3. Type of trip taken

- ☐ All expense tour by plane
☐ All expense cruise by ship
☐ Charter flight
☐ Regular service by plane or ship

4. Place of residence in Canada

City or town _____

Province _____

5. Number of persons covered in this report

Adults _____

Children (under 16 years) _____

6. International transportation between Canada and overseas. Report approximate cost (cash or credit transactions) including taxes on transportation and other expenses aboard plane or ship.

7. Approximate expenditures (cash or credit transactions) in countries other than the United States for food, rent, lodging, entertainment, merchandise, gifts, automobile operation, local transportation, etc. Include "Prepaid Tours" or "Pay Later Plans" but exclude the amount shown in item 6 as international transportation

Canadian
\$

Outward service

Canadian
\$

Direct ☐ or via the U.S. ☐

(omit cents)

☐ Air _____
Name of airline

☐ Ship _____
Name of vessel or steamship line

Inward service

Direct ☐ or via the U.S. ☐

☐ Air _____
Name of airline

☐ Ship _____
Name of vessel or steamship line

Name countries visited

Number of
nights in
each country

Where possible
give the
amount spent
in each
country

(omit cents)

If you travelled through the United States en route to and/or from other countries, complete the following:

8. Place of departure from the U.S. _____ Place of re-entry into the U.S. _____

9. Give number of nights spent in the United States during this trip _____

10. Approximate expenditures (Canadian dollars) while in the United States. Include cash or credit transactions for living expenses, merchandise, entertainment, transportation, etc. _____ \$ _____ (omit cents)

11. Type of transportation used to re-enter Canada from the United States _____

Please mail in the enclosed postage paid envelope. Your co-operation is appreciated.

Si votre voyage était
aux États-Unis
répondez au verso.

FORMULE M(b)

VOYAGES DES CANADIENS DANS DES PAYS D'OUTRE-MER

(Y compris les Îles Hawaii, les Bermudes, les Antilles, le Mexique et les autres pays de l'Amérique latine, etc.)

1. Lieu de sortie du Canada _____ Date _____ jour _____ mois _____ année _____

Lieu de rentrée au Canada _____ Date _____ jour _____ mois _____ année _____

2. But principal du voyage -

- ☐ Affaires
☐ Congrès, conférence ou séminaire
☐ Loisirs (y compris les vacances et autres congés)
☐ Visite à des amis ou à des parents
☐ Autre (précisez) _____

3. Genre de voyage -

- ☐ Tous frais payés, par avion
☐ Tous frais payés, par bateau
☐ Par avion nolisé (charter)
☐ Service régulier, par avion ou bateau

4. Lieu de résidence au Canada -

Ville _____
 Province _____

5. Nombre de personnes faisant l'objet du rapport -

Adultes _____

Enfants (moins de 16 ans) _____

6. Transport international entre le Canada et les pays d'outre-mer. Indiquez les dépenses approximatives (au comptant ou à crédit) y compris les taxes et menus frais à bord de l'avion ou du bateau.

7. Dépenses approximatives (au comptant ou à crédit) faites à l'étranger (les États-Unis exceptés) pour la nourriture, le logement, les divertissements, l'achat de marchandises et de cadeaux, l'utilisation d'une automobile, le transport sur place, etc. Inclure les excursions payées d'avance et les plans de paiement différé, mais exclure les frais de transport international inscrits à la question 6
 \$ _____
 Canadiens

Transport vers l'étranger

\$
Canadiens

Direct ☐ ou via les États-Unis ☐

(omettre les cents)

☐ par avion _____
 (nom de la compagnie)

☐ par bateau _____
 (nom de la compagnie ou du bateau)

Transport vers le Canada

Direct ☐ ou via les États-Unis ☐

☐ par avion _____
 (nom de la compagnie)

☐ par bateau _____
 (nom de la compagnie ou du bateau)

Pays visités

Nuits passées
dans chaque
pays

Indiquez si
possible la
somme
dépensée dans
chaque pays
(omettre les cents)

Si vous êtes passé par les États-Unis pour vous rendre dans les pays étrangers ou en revenir, veuillez donner les renseignements demandés ci-après:

8. Lieu de sortie des États-Unis _____ Lieu de rentrée aux États-Unis _____

9. Nombre de nuits passées aux États-Unis au cours du voyage _____

10. Dépenses approximatives (en dollars canadiens) faites aux États-Unis. Inclure les dépenses au comptant ou à crédit pour la nourriture et le logement, l'achat de marchandises, les divertissements, les transports, etc. \$ _____
 (omettre les cents)

11. Moyen de transport emprunté pour rentrer des États-Unis au Canada _____

A renvoyer dans l'enveloppe ci-incluse. Merci de votre collaboration.

E60A

FORM N

DOMINION BUREAU OF STATISTICS

**CANADIAN VEHICLES LEAVING CANADA AND
RETURNING ON THE SAME DAY**

The information requested on this form is necessary
in estimating total expenditures of Canadian
travellers outside Canada and is used for statistical
purposes only.

Number of persons with vehicle _____

Length of stay in the United States
(hours only) _____

Approximate amount spent while in the
United States on this trip for all pur-
poses. Examples: gas, oil, repairs,
food, beverages, merchandise, gifts,
amusements, etc., including credit card
purchases. Include expenditures of all
persons with vehicle..... \$ _____
(omit cents)

Indicate whether —

☐ Canadian dollars

☐ United States dollars

Type of Vehicle —

☐ Motor car

☐ Motorcycle

☐ Bicycle

☐ Taxi

☐ Commercial Vehicle

See Instructions for Port Officers

2207-4: 8-5-64

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